13

REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,171.—New Series. BOMBAY :—FRIDAY, FEBRUARY 2, 1872. Annual Subscription in Advance......Rupees Forty-two.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year	„ 24
Three Months „	„ 14
One Month „	„ 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES : EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. SHARP, will be despatched on TUESDAY, the 13th February 1872, at 4 P.M.

Feb. 1872.		Feb. 1872.	
Leave BOMBAY	13	Leave Colombo	22
„ Ratnagherry	14	„ Galle	23
„ Vingorla	14	„ Negapatam	26
„ Carwar	15	„ Madras	29
„ Mangalore	16	March.	
„ Cannanore	17	„ Coconada	2
„ Tellicherry	17	„ Vizagapatam	3
„ Calicut	18	„ Bimlipatam	3
„ Beypore	18	„ Gopaulpore	4
„ Cochin	19	„ False Point	5
„ Allepey	20	Arrive CALCUTTA	6
„ Tuticorin	21		

This route is the most expeditious and economical for Passengers for the Neilgherrie District, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship ETHIOPIA, 1,132 Tons, 200 H. P., Commander T. SANDERS, will be despatched on FRIDAY, the 2nd February 1872, at noon.

Feb. 1872		Feb. 1872	
Leave BOMBAY	2	Leave BUSSORAH	21
„ Kurrachee	6	Arrive Fao	21
Arrive Guadur	7	„ Bushire	23
„ Muscat	9	„ Linga	28
		March.	
„ Bunder Abbas	11	„ Bunder Abbas	1
„ Linga	13	„ Muscat	3
„ Bushire	15	„ Guadur	5
„ Fao	17	Leave Kurrachee	8
Arrive BUSSORAH	18	Arrive BOMBAY	11

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every FRIDAY from January 26th, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. SCOTT, will be despatched on FRIDAY, the 9th February, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL, VIA SUEZ CANAL.

REDUCED PASSAGE RATES.

THE fine Clyde-built Full-powered Steamer ATALANTA, 2,300 Tons Register, 400 H.P., G. MATHEWS Commander, will SAIL for LIVERPOOL via the SUEZ CANAL, about the 10th of February. The Passenger accommodation being placed amidships, the Cabins are well ventilated, and free from the motion of the Engines. Will carry a Surgeon and Stewardess.

FIRST CLASS FARE TO LIVERPOOL £45 { Exclusive of Wines, &c.

Children under 10—Half Fare ; under 3—Free.

Plans of the accommodation can be seen in our Office.

For passages only apply to

JOHNSON & Co.,
Nesbit Lane, Fort, Bombay. Ship-brokers.

"WILSON" LINE.
LIVERPOOL VIA SUEZ CANAL.

(To follow the Orlando.)

The Fine New Steamer

VIRAGO,

1,800 Tons, 250 H.P. (Nom.), will be despatched on the 20TH MARCH,

HAS excellent accommodation for First and Second Class Passengers, and will carry a Surgeon and Stewardess.

RATES OF PASSAGE MONEY, exclusive of Wines and Spirits, which can be had on board :—

	First Class.	Second Class.
TO SUEZ	Rs. 300	Rs. 200
TO LIVERPOOL	„ 500	„ 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

The Company intends to despatch every month a Steamer from TRIESTE to BOMBAY and *vice versa*. The Steamers APIS and SPHINX have only limited accommodation for a small number of Passengers. The rates for Cabin Passengers include food and table wine transit through Egypt, and free conveyance of 3 cwt. luggage. For Baggage in excess £4 per Ton is charged.

The SPHINX, 1,400 tons, will be despatched from Bombay on or about the 10th February, the URANUS, 3,308 tons, on or about the 10th March, the HUNGARIA, 3,652 tons, or another LARGE Passenger Steamer, on or about the 10th April.

PASSENGER RATES FROM BOMBAY PER APIS AND SPHINX.

	Cabin.		Deck, with Food.
To Trieste	£40	......	£19- 0
To Port Said	£30	......	£14- 6
To Suez	£28	......	£13- 7
To Aden	£16	......	£ 7-13

The Imperial Mail Steamer URANUS, 3,308 Tons, 400 H.P., which has excellent accommodation for a large number of Passengers, and carries a Doctor and a Stewardess, will leave Bombay on or about the 10th March.

RATES OF PASSAGE PER URANUS AND HUNGARIA.

	1st Class.		2nd Class.		Deck.
To Trieste	£50 0	......	£35 0	......	£19 0
To Port Said	£37 0	......	£23 0	......	£14 6
To Suez	£36 0	......	£22 0	......	£13 7

Children under 3 years of age, Free ; above 3 and under 10 ears, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

THERE is also a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versa*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of Passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers from Alexandria to Southampton, at a charge of 10s. per cwt., for the regulated allowance of 3 cwt., and of 20s. per cwt. for excess weight (both exclusive of transit through Egypt), to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned grants also Passage Tickets for the steamers plying between Alexandria and Trieste, and for the Railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE.

FIRST CLASS......£13 | SECOND CLASS......£9

Children under 10 years at HALF FARE ; under 2 years, FREE.

REDUCED FARES FOR FAMILIES, consisting of not less than 3 adult members travelling together :—FIRST CLASS, £10-16 per head ; SECOND CLASS, £7-10 per head.

Personal Baggage allowed FREE : 1st Class 200 lbs., 2nd Class 130 lbs., overweight 10s. per 100 lbs.

Railway Tickets, from SUEZ to ALEXANDRIA, with all the privileges of Passengers by the P. & O Co.:—FIRST CLASS, £3 ; SECOND CLASS, £2. CHILDREN over 3 and under 10 years at HALF FARE. FREE Baggage—1st Class 3 cwt., 2nd Class 200 lbs., overweight 7s. per cwt.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Manager.

Bombay, 12, Meadow Street, 30th January 1872.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 5th February, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. CHINA, (2,010 tons and 400 H.P.) Captain C. J. PERRINS, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 13th February, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. ELLORA (1,727 tons and 300 H.P.), Captain W. B HALL, will be despatched as above carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, Calcutta and Australia.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 10th February.

GEORGE F. HENRY, Superintendent.

FOR LIVERPOOL.

(VIA SUEZ CANAL.)

To be despatched next Month.

THE fine new s.s. RED GAUNTLET, Captain MANN, 1,429 Tons, Classed 100 A 1, 900 Horse Power effective, will be despatched as above. This Vessel is fitted with superior accommodation for Passengers, embracing the most recent appliances likely to conduce to their comfort.

Plans of the accommodation may be seen, and further particulars learned, on application to

REMINGTON & Co., Agents.

Bombay, 20th January 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.	
To Aden	£22	£15	Including Wines.	£4	Without Food.
Suez	36	22		8	
Port Said	38	24		9	
Alexandria	39	25		9-10	
Messina	50	34		11	
Naples	50	34		14	
Leghorn	50	34		14	
Genoa	50	34		14	
Marseilles (transhipment at Genoa)	52	35		14-10	

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

INDIA, on FRIDAY, 1ST MARCH 1872.

ARABIA, on MONDAY, 1ST APRIL 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

STEAMER TO THE KATTYWAR COAST.

THE well-known first-class fast-sailing Steamer MOUNT-STUART ELPHINSTONE, Commander FRANCIS J. RAFFIN, will leave Bombay, for the undernoted Ports, from Apollo Bunder, on SATURDAY, the 3rd February, at 4 P.M. :—

Jafferabad	Mangarole
Diu	Porebunder
Varavul	Dwarka
	Cutch Mandvi.

For Freight and Passage apply to JEEWAJEE VITTUL, Manager, No. 73, Bazaar Gate Street, or 45, Kalbadevi Road.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE engaged and BAGGAGE Received and Shipped.

PAY and FUND ALLOWANCES realized.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on MESSRS. GRINDLAY AND CO., LONDON, at the EXCHANGE of the DAY.

APPROVED DRAFTS on CALCUTTA and MADRAS, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of Payment received at par.

GRINDLAY, GROOM, AND CO.,
BOMBAY.

CORRESPONDENTS.

GRINDLAY & Co., London. GRINDLAY & Co., Calcutta.

HOTELS.

BYCULLA HOTEL,

(BY JEEWANJEE & Co.,)

JUNCTION OF BELLASIS AND CLARE ROADS, BYCULLA.

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and six fine Billiard Tables.

Hot and Cold Baths always ready.

Extensive Garden.

VISITORS ARRIVING BY TRAIN SHOULD BOOK FOR

BYCULLA STATION,

and NOT for BOREE BUNDER.

JEEWANJEE & Co.

RICHARDSON AND CO.,

IRON AND BRASS FOUNDERS, ENGINEERS, SMITHS, &c.

THE BYCULLA FOUNDRY AND ENGINEERING WORKS,

NESBIT LANE, BYCULLA.

ESTIMATES FURNISHED ON APPLICATION.

PURE WATER.
SPENCER'S MAGNETIC FILTER.

The only Filter that will purify water

Constantly and Abundantly.

No. 1, Rs. 20 ; No. 2, Rs. 28 ; No. 3, Rs. 38.

No. 1 with Wicker covering for Travellers, Rs. 22.

A discount of 10 per cent, Cash with Order.

A Pamphlet, descriptive of the discovery, with numerous Testimonials from the highest authorities, post-free on application.

The Undersigned will be glad to send the above Filter on trial, to be returned if not approved.

THACKER, VINING, & CO.,
SOLE AGENTS, BOMBAY.

FOR SALE,
AT THE "BOMBAY GAZETTE" OFFICE.

LITHOGRAPHIC STONES.

RED PRINTING INK
AND
PRINTERS' VARNISH.

ALSO,
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

Apply to the Manager, *Bombay Gazette* Office, Fort, Bombay.

D. HOGARTH & CO.'S
CELEBRATED
PRESERVED PROVISIONS,

Ready for immediate use.

Real Turtle, Mock Turtle, Hare, Ox Tail, Julienne and Palestine Soups.

Scotch Salmon, Salmon Cutlets.

Kippered Salmon.

Fresh Herrings, Mackarel, Findon Haddocks, Lobsters, Oysters, Sardines.

Preserved Meats of all kinds.

York Hams, Bacon.

Truffled Patés, Oxford Sausages, Bologna Sausages.

Pickles, Sauces.

Bottled Fruits, Table Jellies, Jams, Jellies and Scotch Marmalades, Dessert Fruits.

And Oilmen's Stores of every description and of the finest quality, Price Lists forwarded on application to

D. HOGARTH & Co.,
"BON ACCORD" WHARF, 223, WAPPING, LONDON, and at ABERDEEN.

Manufacturers by special appointment to H. M.'s Navy at the Royal Victoria Yard, DEPTFORD.

NEW ADVERTISEMENTS.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE of TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "GUIDE" is the only one published in Bombay, and containing alterations in the service of Trains and Steamers on this side of India corrected up to date. The "GUIDE" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

PRICE—EIGHT ANNAS.

ANNUAL SUBSCRIPTION .... Rs. 5.

The GUIDE may be obtained at
The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The s.s. KHEDIVE, from Suez, has brought the Cargoes of the following Vessels :—

ACCELERATED CARGO Ex
S. S. CANDIA, from Southampton, 4th January 1872.

UNACCELERATED CARGO Ex
S. S. IBERIAN, from Liverpool, 31st December 1871.
„ CEYLON, from Southampton, 28th December 1871.
„ JAVA, from Glasgow, 27th December 1871.

GEORGE F. HENRY,
Superintendent, P. & O. Company.

COMPTOIR D'ESCOMPTE DE PARIS.—

NOTICE is hereby given, that on and after the 1st FEBRUARY next, the INTEREST on CURRENT DEPOSITS will be CALCULATED on the DAILY BALANCES, instead of on the Monthly Minimum Balances, as hitherto.

For further particulars apply at the Bank.

14, Rampart Row W., 29th January 1872.

COMPTOIR D'ESCOMPTE DE PARIS.—

NOTICE is hereby given, that on and after the 1st PROXIMO, the QUARTERLY COUPON, due in Paris on the 16th idem, on the NEW FRENCH LOAN, will be PAID at the BANK, at the Exchange of Frs. 2·36 per Rupee.

14, Rampart Row W., 29th January 1872.

NOTIFICATION OF THE ACTING MUNICIPAL COMMISSIONER, UNDER SECTIONS II. and III. of THE MUNICIPAL LOAN BILL.—

It is hereby notified that the Undersigned did, on THURSDAY, the 1st instant, pay to Her Majesty's Treasury in Bombay the sum of Rs. 16,000, being the THIRTY-FIRST MONTHLY INSTALMENT of the 15 LAC LOAN, with interest ; and also the sum of Rs 14,600, being the THIRTY-FIRST MONTHLY INSTALMENT of the VEHAR WATER WORKS DEPARTMENT.

T. C. HOPE,
Acting Municipal Commissioner.

Bombay, 1st February 1872.

AGRI-HORTICULTURAL SOCIETY OF WESTERN INDIA.

NOTICE.—Offers will be received for the PURCHASE of the remaining TIMBER and IRON WORK of the ROTUNDA in the VICTORIA GARDENS.

Conditions of Sale may be learned by application at the Agri-Horticultural Society's Office, Town Hall, or to the Honorary Secretary at the Gardens.

W. GRAY, M.B.,
Honorary Secretary to the Society.

Town Hall, Bombay, 31st January 1872.

TRADE Y MARK.
ROBERT YOUNGER'S PALE ALE.

In Casks of 4 doz. Quarts..........Rs. 20 per Cask.
„ „ 8 „ Pints.............. „ 28 „

Apply to the Godown-keeper.

GRENDON, TIPPETT, & Co., Sole Agents.

9, Rampart Row.

FOR SALE, at the Godowns of the Undersigned, at No. 3, Church Lane,—

SHERRIES—J. Cockburn & Campbell		at Rs. 25 per Dozen.		
Do.	Carbonell & Co	„	30	„
Do.	J. Sandback & Son's	„	24	„
Do.	Watehope, Moodie, & Hope's	„	24	„
Do.	M. P. Guimaraes & Son's	„	20	„
Do.	do. old pale dry	„	28	„
CHAMPAGNE—Ruinart pere et fils	Pts.	„	21	„
Do.	do. Qts.	„	41	„
Do.	do. Magnums	„	82	„
Do.	Arthur H Browning's. Qts.	„	30	„
BRANDIES—Raynal & Co.'s superior	Qts.	„	24	„
Do.	Boutellean & Co. 3 Daggers	„	16	„
CLARET—R. R. Mege & Co. St. Julien		„	13	„

EWART, LATHAM, & Co.

Best Electro-Plated BUTTER DISHES,

handsomely cut in clear or coloured Glass, with plain, richly chased or engraved mounts,

at

Rs. 12-8, 15, 16, 18, 20, 22-8, 25, 28, 30, 34, 36, 40, 45, and 50.

Electro-Plated Ware of every description on sale by

TREACHER & Co., LIMITED.

WILLS' BRISTOL TOBACCO,

JUST RECEIVED.

	Cash. Rs. a.	Credit. Rs. a
Birds Eye, in ½ lb. Tins	2 0	2 4
Virginia Returns „	2 0	2 4
Latakia „	2 0	2 4

J. HUDSON WATSON & Co.,
GENERAL MERCHANTS,
BOMBAY.

FINEST NORMANDY PIPPINS,

JUST RECEIVED PER SUEZ CANAL.

	Cash. Rs. a.	Credit. Rs. a.
In Baskets of 9 lbs	3 8	4 0
Per single pound	1 0	1 2

DIRECTIONS FOR USE.

To one pound of the Pippins, put one quart of water and six ounces of sugar ; let them simmer gently for three hours, or more should they not be perfectly tender. A few strips of fresh lemon-peel, and a very few cloves are by some persons considered agreeable additions to the syrup ; others add sometimes a little claret or port wine whilst they are stewing.

J. HUDSON WATSON & CO.,
GENERAL MERCHANTS,
BOMBAY.

FINE GRUYERE CHEESE,

JUST RECEIVED PER SUEZ CANAL IN PRIME CONDITION.

	Cash. Rs. a.	Credit. Rs. a.
In Cut, per lb	1 4	1 8

J. HUDSON WATSON & CO.,
GENERAL MERCHANTS,
BOMBAY.

PRIME WILTSHIRE BACON,

JUST RECEIVED PER SUEZ CANAL.

	Cash. Rs. a.	Credit. Rs. a.
In Cut, per lb	0 14	1 0

J. HUDSON WATSON & CO.,
GENERAL MERCHANTS,
BOMBAY.

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON

IS ONE OF THE MOST EFFECTUAL PRESERVERS OF HEALTH

ever offered to the public. By its action in absorbing all impure gases in the stomach and bowels, it affords speedy relief in all cases of

ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c.,

and is invaluable in cases of, and is the best known preventative to, Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by

J. L. BRAGG 2, Wigmore St., Cavendish Sq., London

Agents for Bombay Presidency,

TREACHER & CO., LIMITED.

J. W. BENSON,

Watch and Clock Maker to H. R. H. the PRINCE OF WALES.

PRIZE MEDALS—LONDON, DUBLIN, & PARIS.

STEAM FACTORY FOR CLOCKS AND WATCHES,

LUDGATE HILL & OLD BOND ST., LONDON.

ESTABLISHED 1749.

Merchants, Shippers, & Wholesale Buyers,

ARE specially invited to obtain from the Manufactory the ILLUSTRATED CATALOGUE of WATCHES, CLOCKS, CHAINS, JEWELLERY, &c., before sending their Orders elsewhere, as not only are the discounts liberal, but a selection can be made from the largest stock in the world.

Orders can be sent direct to the Manufactory (Ludgate Hill) or through Merchants or Shippers in ENGLAND.

WATCHES—To suit all climates, all countries, all tastes, and the occupations of every one, 200,000 have already been sold, and are in all parts of the world, at prices from 2 to 200 Guineas.

WATCHES—CHRONOMETERS, CHRONOGRAPHS, KEYLESS, REPEATERS, LEVERS, HORIZONTALS, FOR LADIES AND GENTLEMEN.

CLOCKS—FOR DINING AND DRAWING ROOMS, CARRIAGES, CHURCHES, HALL OR SHOP, PERPETUAL CALENDARS, WIND DIALS, &C.

JEWELLERY—SPECIALITIES IN MONOGRAMS, DIAMONDS, CRYSTALS, AND FINE GOLD, FOR BRIDAL AND OTHER PRESENTS.

SILVER AND ELECTRO PLATE—FOR PRESENTATION, RACING, DINERS A LA RUSSE, OR TEA TABLES, &C., &C.

Watches sent safe by Post to all parts of the world.

NOTICES.

THEATRE ROYAL,
GRANT ROAD.

FRIDAY, 2ND FEBRUARY.

DELIGHTED AUDIENCE!!!
CROWDED HOUSE!!!

THE WONDERFUL
ROYAL TYCOON TROUPE
OF
JAPANESE JUVENILES,
IN A
NEW PROGRAMME,
NEW SENSATION ACTS,
NEW STARTLING FEATS,
NEW BEWILDERING TRICKS.

For full particulars see Programmes.

PRICES OF ADMISSION.

Dress Circle	Rs. 4	Stalls	3
Family Tickets, to admit three	10	Gallery	2
Pit	Re. 1		

Doors open at 8-30. Performance to commence at 9 o'clock. Tickets may be had and Seats secured at MESSRS. SOUNDY & Co.'s, where a Plan of the Dress Circle may be seen.

NOTICE.—We have THIS DAY commenced business as MERCHANTS and COMMISSION AGENTS in BOMBAY and KATTYWAR.

LEGEYT & Co.

22, Rampart Row, Bombay, 1st February 1872.

SURAT MUNICIPALITY.—TENDERS will be received by the Undersigned up to 5th proximo, for the SUPPLY of about 400 FRANCIS NORTON'S PATENT GALVANIZED OVAL IRON POSTS, 5'-6" long, with Galvanized Iron Crowns with Screw and Nut, complete.

PANDOORUNG BALKRISHNA,
Secretary S. M. C.

NOTICE TO UP-COUNTRY SHOPKEEPERS.—The last of the shipment PALE ALE, ex CITY OF CASHMERE, which arrived 10th instant, having been DELIVERED and PAID FOR, intending purchasers are recommended to send forward their Orders to Bombay in anticipation for the parcel ex City of Pekin, from the Clyde, due shortly.

JAMES BOGIE,
Agents for Messrs. Aitken & Co.

Bombay, 27th January 1872.

NOTICE TO CONNOISSEURS OF FINE AMERICAN TOBACCO.

THE Undersigned, Sole Agent for Western India of George Campbell & Co., begs to announce that about the 1st proximo will be received, *via* Liverpool, per Steamer STIRLING, an Assorted Shipment of 47 packages VIRGINIAN MANUFACTURED TOBACCO, comprising several of the Brands whose reputation has been established in other Markets.

JAMES BOGIE.

Bombay, 16th January 1872.

BOLTON'S TELEGRAPH AGENCY.

POLITICAL, FINANCIAL, AND COMMERCIAL NEWS SERVICE.

WITH reference to my Circular to the Banks and Merchants of Bombay, I beg to notify that I am prepared to REGISTER the NAMES of INTENDING SUBSCRIBERS to the COMMERCIAL NEWS SERVICE of this COMPANY, which it is proposed to commence on the 1st proximo.

The Public will have seen from the Telegrams published that this Company is in a position to compete with any other Company, either as regards quantity, quality, despatch or delivery of News, and it is hoped that Merchants and others will accord it a fair share of their support.

D. AGER, Agent.

13th December 1871.

NOTICE to TOBACCO DEALERS, CAPTAINS AND DUBASHES of SHIPS.—The Steamer STIRLING should be in before the 30th, and out of the 47 Packages VIRGINIA MANUFACTURE coming by her a portion will if desired be sold in BOND, but for this early application is necessary.

Messrs. G. CAMPBELL & Co., with the view of facilitating PROMPT SALES and REDUCING WAREHOUSE CHARGES, have advised me in anticipation that the "Cricketer," "All the Rage," and "Talisman" brands are amongst their best light Tobaccos ; also that the "Victory," "Royal Navy" ½ lbs., and "Prince Alfred" pounds, and "Havelock" and "Prince Alfred" ¼ lbs. are black work, moderately priced, but most suitable for ships' stores.

Three Cases sundry marks Cut Tobacco will be sold cheap.

JAMES BOGIE,
Wholesale Agent.

Bombay, 27th January 1872.

NOTICE TO SMOKERS, LIKEWISE TO THE TOBACCO TRADE.

MESSRS. GEO CAMPBELL & Co. (whose Agency for Western India the Subscriber has recently undertaken) are freely admitted in Liverpool to be one of the most extensive if not indeed now *the largest* exporters of Virginia Manufactured Tobacco. A reference to "Melbourne Prices Current" will show that since their name first appeared there, scarce five years ago, their "Raven" brand has steadily gained ground in the estimation of the Trade, and now tops the market.

Messrs. G. C. & Co. have only comparatively lately given much attention to India, but the marked favour with which their Manufacture has been received on the Bengal side, has induced them not only to increase their shipments to Calcutta, but likewise to initiate a regular trade in Tobacco to this port on a scale which it is believed has not been attempted by any other exporting Firm.

JAMES BOGIE,
Bombay, 29th January 1872. Wholesale Agent.

IN the HIGH COURT of JUDICATURE at BOMBAY.—ORDINARY ORIGINAL CIVIL JURISDICTION.

Suit No. 820 of 1867.

MADHOWJEE DAYAL and PRAGJEE DAYAL, Hindoo Inhabitants, residing in Mangoo Senoy Street, in the Island of Bombay..........Plaintiffs.

vs.

NURROTUM NARRONJEE, Hindoo Inhabitant, residing in Gaiwadi, in the Island of Bombay ; DWARKADASS NARRONJEE ; NANDIBAI, widow of the late Narronjee Jetha, deceased ; and DEVCOREBAI, widow of the late Dayal Narronjee, deceased, respectively, Hindoo Inhabitants, and residing in the above mentioned Mangoo Senoy Street..........Defendants.

PURSUANT to the Order of Reference made in the above Suit and bearing date the 2nd day of April 1868, NOTICE is hereby given, that all persons claiming debts or liabilities affecting the ESTATE of the late NARRONJEE JETHA, of Bombay, Hindoo Inhabitant, deceased, in the pleadings in this Suit mentioned, who died at Benares on or about the year 1848, or affecting the ESTATE of DAYAL NARRONJEE, also of Bombay, Hindoo Inhabitant, deceased, (eldest son of the said Narronjee Jetha, deceased,) in the Pleadings in this Suit mentioned, who died in Bombay on or about the 7th day of November 1864, are hereby required to file such Claims, in writing, in my Office, in the Court House, within one month from the date hereof, or in default thereof they will be precluded from any benefit under the said Order.—Dated this 16th day of January 1872.

CHARLES E. FOX,
Commissioner.

JEFFERSON & PAYNE,
Solicitors for Plaintiff, Madowjee Dyal.

TIME-PIECES.

"OEIL-DE-BŒUF,"
HANGING EXCELLENT TIME-KEEPERS.
PATENT LEVER.
EIGHT DAY.

"SKELETON,"
WITH GLASS DOME AND STAND.
EIGHT DAY.

"MARINE,"
VERY SERVICEABLE.

CLOCKS AND TIME-PIECES
OF EVERY DESCRIPTION TO BE HAD AT
FAVRE, LEUBA, & Co.'s,
Elphinstone Circle.

D. S. KEMP & CO.

WHOLESALE PRICE LIST
OF
DRUGS, CHEMICALS,
AND
MEDICAL REQUIREMENTS.

EXCEPTIONAL ADVANTAGES OFFERED TO REGULAR IDENTORS.

THEIR
MEDICAL LABEL BOOK
CONTAINS

A complete set of Handsome Labels for Dispensary or Surgery, named according to the British Pharmacopæia, and selected with a view to the greatest practical utility.

THEIR PHARMACEUTICAL PREPARATIONS are guaranteed in quality and strength, the Laboratory being under the immediate superintendence of their Principal.

Their experience of the influence of *Climate* on perishable Chemicals enables them to produce preparations which remain constant in strength, and are always reliable.

Their Special Preparations are not surpassed by those of any House.

D. S. KEMP & Co.

ENGLISH
MARSELLA, DIMITY, AND TERRY COUNTERPANES.

DIMITY AND TERRY.

Size.	Price.	Centre.	Border.
6 ft. 6 by 5 ft.	Rs. 5- 0	Terry	White.
6 ft. 3 „ 5 ft. 3	4- 0	Dimity	White.
7 ft. 6 „ 5 ft.	5- 0	Dimity	White.
8 ft. 3 „ 5 ft. 9	6- 0	Dimity	White.
WHITE MARSELLA.			
6 ft. 3 „ 4 ft.	Rs. 5- 8	Full Blown Rose	Sun Flower.
6 ft. 9 „ 5 ft.	6- 8	Full „ Rose (Pink)	Sun Flower.
6 ft. 6 „ 4 ft. 3	5- 0	Vine Leaves and Grapes	Vine Leaf.
9/4 (6 ft. 6 by 5 ft. 6)			
	Rs. 7- 8	Pretty Fancy Centre	Flower Border
	10- 8	Diamond ditto	Stars „
	14- 8	Pear and Blossom	Diamond Border.
	14- 8	Pretty Circular Centre	Diamond Border.
10/4 (7 ft. 6 by 5 ft. 8.)			
	Rs. 8- 8	Fancy Flourish	Buttercups.
11/4 (8 ft. by 6 ft. 6 to 8 ft. by 7 ft.)			
	Rs. 10- 8	Fancy Centre	Diamond Border.
	14- 8	Pretty Circular Centre	Diamond.
	14- 8	Flower Centre	Rose Medallion.
	14- 8	Flower Centre	Treble Fleur-de-lis.
	20- 0	Diamond & Daisies	Buttercups.
	20- 0	Medallion Centre	Diamond.
12/4 (8 ft. 6 by 7 ft. 3 by 8 ft. 2 by 8.)			
	Rs. 17- 0	Roses Centre	Diamond Border.
	17- 0	Medallion Centre	Buttercups.
	17- 0	Fancy „	Small Medallions.
	24- 0	Medallion „	Diamond.
	21- 8	Full Blown Rose	Field Flowers.
14/4 10 ft. by 8 ft.			
	16- 8	Handsome Centre	Diamond Border.

MARSELLA TOILET COVERS FRINGED.

Size.			
2·2 by 3·6	Rs. 1- 0	Pink and White.	
„	1- 2	Medallion Centre	Checked Border.
„	1- 4	„ „	„
	1- 0	Rose Leaves	Rose Leaves.
	1- 8	Ivy Pinks	Flowers.
	1-10	Rose Leaves	Greek.
	1-12	Small Diamonds	Diamonds.
3/2 by 2·3	1- 4	Check	Florish.
	1- 8	Leaves	Leaves.
	1-12	Double Medallion	Diamonds.
	2- 0	Floral Medallion	Ivy.
4 ft. 5 by 3 ft.	2- 8	Tulip	Tulips.
BY THE YARD.			
25½ in.	1- 8	Fancy Diamond Ground	Flower Border.
26½ in.	1- 8	Small Diamonds	Diamonds.

TOILET LACES.

Rs. 1- 0	per doz.	3/4 in. wide	stout crochet Lace.
1- 0	„	1 „	light scolloped Edge.
3- 8	„	1¼ „	similar to Valencennes.
2- 0	„	1¼ „	Maltese.
1- 8	„	1¼ „	Valencennes.
3- 0	„	1¼ „	Honiton.
1- 8	„	1½ „	Valencennes.
1- 8	„	1½ „	„
5- 8	„	1½ „	Shetland.
5- 8	„	1¾ „	Honiton.
2- 8	„	1¾ „	similar to Valencennes.
5- 8	„	1¾ „	„ „
5- 8	„	1¾ „	„ Honiton.
2-12	„	1¾ „	„ Valencennes.
2- 8	„	2¼ „	„ Blind.
3- 0	„	2½ „	„ Valencennes.
4- 0	„	2½ „	„ Crochet.
2- 8	„	2½ „	„ Valenciennes.
7- 8	„	2¾ „	„ Honiton.

TERMS :—TEN PER CENT. DISCOUNT FOR CASH.

J. & W. WATSON & CO.,

9 & 10 CHURCH GATE STREET, AND 22 & 23 RAMPART ROW,

(Late of Hummum Street,)

BOMBAY.

G'S LINIMENT,

An infallible curative of Mange and other Skin Diseases in Horses, Dogs, and Cattle.

An unprecedented number of Testimonials have been received, certifying its efficacy. No owner of animals should be without it.

Per Bottle—Rs. 2.

D. S. KEMP AND Co.

G. NICOLL & CO.,

BOOT AND SHOE-MAKERS,

30, MEADOW STREET, BOMBAY, AND EAST STREET, POONA,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,

19, MEADOW STREET AND RAMPART ROW,

(Next Door to Jaffer Sulliman's Bazaar,)

BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

TILE MANUFACTORY, MANGALORE.

The Undersigned begs to draw the attention of all Builders, Contractors, &c., to the

FLAT (GROOVED) AND RIDGE TILES,

manufactured by Messrs. PFLEIDERER AND RIEHM, Mangalore, which are superior in every way to the usual common Country-made Tiles.

For economy and durability he is confident they are unsurpassable, and will recommend themselves to every one who uses them.

For Roofs covered with them a saving of 1/3rd is effected on Rafters alone, and more than ½ on the Reepers.

300 of these Tiles will cover an area of 20 square feet, whereas nearly 5,000 of the Country Tiles would be required for the same surface.

If carefully laid on, they efficiently prevent all leaking and do not require the periodical changing and turning as the Country Tiles do.

The Undersigned is prepared to receive Orders for the above as Sole Agent for the Manufacturers in Bombay.

SAMPLES ON VIEW.

J. NEUBERG,
MEADOW STREET, BOMBAY.

J. NEUBERG,

GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

JUST LANDED PER S. S. WALAMO,
GUINNESS' STOUT, bottled by Sparkes and Moline.
Pints, Rs. 3-12 per dozen, Nett.

JUST LANDED PER STEAMERS ST. OLAF & WALAMO
FINEST AMERICAN TOBACCO.

SPONGE CAKE, Natural leaf	Rs. 3	8 per lb.
GOLD LEAF, Honey Dew	„ 2	8 „
Do. Aromatic, fiver	„ 2	4 „
CAVENDISH	„ 1	8 „
HONEY DEW	„ 1	8 „

A very considerable discount allowed by taking a Box of 19 and 20 lbs.

DINDIGUL CHEROOTS,
No. 2.

A small consignment of a superior quality just landed.

PONDICHERRYS.

Indianas, in Boxes of 250, per 1,000	Rs. 24
Long Commons do. do.	„ 20

TRICHINOPOLY CHEROOTS.

THOMPSON'S	Prime
DAWSON'S	„
MADURA	No. 1
Do.	No. 2
NOBLE'S	Prime

J. NEUBERG.

GEO. W. WHEATLEY & CO.,

19, 20, & 23, SASSOON'S BUILDINGS,
BOMBAY,

RESPECTFULLY request special attention to the following Branches of their Business :—

TRANSIT AND GENERAL SHIPPING.

Parcels, Packages, and Merchandise despatched by quickest Mail Steam Routes, Railways, and Clipper Ships to all parts of the World. Every description of Custom House Business, Shipping, Bonding, and Warehousing. Clearing outward and inward. Contractors for General Annual Carting and Shipping. Estimates for through conveyance to all Railway Stations in Europe, America, and Australia.

PASSENGER.

Passages engaged, Cabins selected, Berths fitted, Outfits obtained. Baggage collected, packed, addressed, and shipped. European Servants and Ayahs procured. Letters received to await arrival of Addressees. Passengers met. Luggage landed, cleared, carefully delivered, or safely warehoused. Passports and Visas obtained. Telegraphic Messages undertaken.

INSURANCE.

Postal, Railway, Marine, Life and Fire, through the first Underwriters at Lloyd's, and old established Companies.

BANKING AND MONETARY.

Invoices collected against Delivery of Goods. Pay, Pensions, Fund, Furlough, and Retired Allowances, Annuities, Dividends, Coupons received and remitted under Power of Attorney. Cheque Books supplied to Constituents in England and India. Investments and transfers effected in stocks and other Securities. Letters of Credit and Circular Notes obtained. Family Periodical Remittances arranged.

INDENT, SUPPLY, AND COMMISSION.

Order received from the Military, Naval, Clerical, and Medical Services, Mess and Band Committees, Clubs, Co-operative Societies, Public Institutions, Private Families, &c., and Purchases made under careful supervision and selection. Newspapers and Periodicals regularly despatched. Remittances or References for payment must accompany Order. If Bank Credits or Deposit Accounts are in force, Balances due must be paid on presentation of Invoice and Bills of Lading.

CONSIGNMENTS

Undertaken of every description of European or Foreign Goods.

J. L. MADDEN,
Manager.

156, LEADENHALL STREET, } LONDON.
23, REGENT STREET, }
10, NORTH JOHN STREET, LIVERPOOL.

A. ALLAN,

TAILOR AND HABIT MAKER,

STAFF, MILITARY, AND NAVAL UNIFORMS.

A. ALLAN has the pleasure to announce the fresh arrival of NEW STOCK, which has been selected from the best Manufacturers, and from the superior quality of texture and design, he begs to assert that they cannot be equalled at the price.

He respectfully INVITES his CONSTITUENTS, and the PUBLIC in general, to judge for themselves of the above facts :—

Superfine West of England Black and Blue Cloths.

Black, Blue, and Fancy Silk Mixed Coatings.

West of England Tweeds and Silk Mixed Trouserings.

UNIFORMS MADE ACCORDING TO THE NEWEST REGULATION.

Gold and Silver Ornaments, Staff Corps, and Infantry Belts, &c.

A JOB LOT OF SCOTCH TWEEDS, CLEARING OFF AT COST PRICE.

Fancy Tweed Coat, double Breasted Coat, and Trousers			...	Rs. 20
Fancy Tweed, superior quality	ditto	ditto	...	„ 26
Fancy Silk Mixed	ditto	ditto	...	„ 30
Coloured Cotton Washing Drills	ditto	ditto	...	„ 16

Fancy Highland Suits for Boys, Stuart Tartan.

Macduff, Macdonald, and the 42nd Tartan, from Rs. 35 to Rs. 45.

Wedding Orders promptly executed in first-class style.

Overland Outfits made up on the shortest Notice.

Regtl. Helmet Hats, English-made Shirts, Collar, and Hosiery of every description.

Solid Leather Trunks, Hat Boxes, Rail Rugs, Coupling Straps, and Tweed Caps.

Orders from Outstations promptly attended to.

A. ALLAN,
17, APOLLO STREET.

MRS. JACOB HUNT,
MILLINER,

MEADOW STREET, BOMBAY, AND EAST STREET, POONA,

Has much pleasure in announcing to the LADIES of BOMBAY, POONA, and OUT-STATIONS that an ENTIRELY NEW STOCK of MOST FASHIONABLE MILLINERY has just been opened at both her Establishments in Bombay and Poona.

HATS—Ladies' and Children's, handsomely trimmed in Straw and Felt ; also untrimmed.

HATS—Handsome Millinery Hats.

BONNETS—In the Latest Style Millinery, Chip and Straw.

BONNETS—For Infants, in Satin and Silk.

FRISSETTE—The "Scarborough," &c., in all shades. Hair Nets to suit.

RIBBONS—Specially selected.

TRIMMINGS—The most Fashionable and various.

JACKETS—"La Polonaise," "Postillion," &c., in every variety of material.

SILKS AND SATINS—In soft shades, specially selected ; also dark colours.

OUTFITS—Ladies' Underlinen, Stockings, Dressing Gowns, Cloaks, Boots, Slippers, &c., &c.

OUTFITS—Children's, complete.

COSTUMES—In "Satinue"—"Batiste" and "Mohair," in all colours and styles.

CRINOLINES—"Dolly Vardens," "Duplex," "Express," &c., &c.

LACES—Honiton, Duchesse Point Mechlin, &c., Real and Imitation.

GLOVES—Ladies' Gent's, and Children's.

FLOWERS—Best French.

WEDDING—Dresses, Wreaths, Bouquets, Veils, &c.,—a handsome variety.

MOURNING—In all material, Sets in Black and White.

BALLS—Every description of requisites, Dresses, Fans, Ornaments, &c., &c.

All Orders receive prompt and particular attention.

Fresh Supplies received by each successive Mail.

MILLINERY AND OUTFITTING ESTABLISHMENT.
UXBRIDGE HOUSE,

No. 7, CLARE ROAD, BYCULLA,
BOMBAY.

ESTABLISHED IN 1851.

MRS. LAKE

BEGS to inform the LADIES of Bombay, &c., that she has just received OVERLAND, per P. and O. Company's Steamers DELHI, DECCAN, BANGALORE, and BARODA, a large, fashionable, and Choice selection of MILLINERY, &c., for the Season.

LADIES' DRESS BONNETS and HATS, Trimmed and Untrimmed.

LADIES' RIDING HATS, BLACK and COLOURED VELVETS.

CHILDREN'S HATS, Trimmed and Untrimmed.

Handsome Silk, and Satin EVENING DRESSES.

Black, White, and Colored Silk, and Satin DRESSES.

FRENCH PRINTS, CAMBRICS, PERCALES, BRILLIANTS, PIQUES, LAWNS, ALPACAS, MOHAIRS, GRENADINES, LINSEYS, SATEEN, SERGE, MERINOS, TWEEDS, LUSTRES, TWILL, and MUSLINS.

THE "DOLLY VARDEN," POLONAISE in Silk, Grenadine, and Muslin.

THE "DOLLY VARDEN," CRINOLINES.

PLAITED CHIGNONS, FRIZETTES, BUNCHES of CURLS, &c., &c.

ELEGANT BALL DRESSES, FANS, HANDKERCHIEFS.

FLOUNCED MUSLIN SKIRTS.

White and Coloured WREATHS, FEATHERS, FLOWERS, and RIBBONS in great variety.

MANTLES and JACQUETTES in great variety.

Black and White Lace, and Muslin BODICES, CAMESOLES.

Lace COLLARETTES, and SLEEVES.—THE NEW DUCHESS LACE SETS.

LADIES' UNDER LINEN, Trimmed and Untrimmed.

CHILDREN'S DEPARTMENT,

REPLETE WITH EVERY REQUISITE.

GLOVES for LADIES, GENTLEMEN, and CHILDREN.

PRICE LISTS OF ALL GOODS IN STOCK SENT ON APPLICATION.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

ALL SUPPLIES RECEIVED OVERLAND.

LADIES' OWN MATERIALS MADE UP.

Ladies at Outstations requiring DRESSES or RIDING HABITS made to order, are particularly requested to send by Bhangy post a tight-fitting high BODICE as a guide to size ; also length of skirt in front, in inches ; size round waist, in inches ; length of arm, in inches,—which will insure a good fitting Dress or Habit.

TELEGRAMS.

Orders by TELEGRAPH for BALL DRESSES or other GOODS, when accompanied by a reference for payment in Bombay, will receive immediate and careful attention.

MEASUREMENTS REQUISITE BY TELEGRAPH—Ladies' height, size round shoulders, and waist in inches ; length of skirt in front.

TERMS CASH.

Orders from Outstations must be accompanied by a Remittance for payment in BOMBAY.

UXBRIDGE HOUSE,
7, CLARE ROAD, BYCULLA,
BOMBAY.

NOTICES.

THIS SEASON'S GOODS.

MESSRS. BADHAM AND CO.

BEG to call attention to their NEW STOCK of GOODS, which is replete with the latest Novelties in all the Departments.

MESSRS. BADHAM AND CO.,

BY APPOINTMENT

TO HIS EXCELLENCY THE VICEROY AND THE GOVERNOR GENERAL OF INDIA.

TEN PER CENT. DISCOUNT FOR PROMPT CASH.

		Rs. a.
HOSIERY	Fine Brown Cotton Half Hose, per doz	10 0
	Fine Mixed Colours	11 0
	Fine Fancy Stripes	14 0
	Fine Super Colours	16 0
HOSIERY	Fine Merino Half Hose, per doz	16 0
	Fine Super Merino	16 0
	Knickerbockers, Ribbed, per pair	4 8
HOSIERY	Fine Merino Under-vests, ½ dozen for	20 0
	Fine Super India Gauze	26 0
SHIRTS	Badham's Oxford Cloth, each	6 8
	Badham's Silk and Wool, each	9 0
	Badham's Pure All-Wool, each	8 8
	Badham's French Cambric, per doz	60 0
	Badham's White Shirts, per doz	60 0
COLLARS	Shakespeare, per doz	6 8
	Dux, per doz	6 8
	West End, per doz	6 8
	Pall Mall, per doz.	6 8
SLEEPING SUITS	Badham's Oxford Cloth	11 0
	Badham's Pure All-Wool	18 0
	Badham's Silk and Wool	19 0
	Badham's Spun Silk	22 0
OVERLAND SUITS	Badham's Blue Serge Suits	30 0
	Badham's Flannel Serge Suits	22 0
	Badham's Scotch Tweed Travelling Suits.	35 0
HATS	Lincoln and Bennett's Black Velvet Hats.	15 0
	Lincoln and Bennett's Drab Shell Hat	12 8
	Ellwood's Drab Shell Hat	5 8
	Black Felt Isis	6 8
	Black Felt Worthing	6 8
	Black Felt Derby	6 8
	Black Felt Cantab	6 8
	Drab Felt Cantab	6 8
HELMETS	Hawke's Regulation White Helmets, with brass Chin Straps	25 0
	White Helmets, for Civilians	16 8
	White Hunting Hats, Badham's	15 0
SOLA TOPEES	A large Assortment of best-made Sola Topees.	
BRACES	Best Indiarubber	2 0
	Best Clarence	2 0
	Best Cantab	2 0
SCARFS	Duke of Edinburgh	2 12
	The Campbell Bow	1 8
	The Windsor's	2 8
	The Romal "Satin"	2 12
TIES	Black Eglinton	1 8
	Black Tom Thumb	1 8
	Coloured Eglinton	1 8
	Coloured Tom Thumb	1 4
	White Dress Ties ......From 8 Ans. to	1 0
HANDKERCHIEFS	Fine White Cambric, Hemmed, per doz	5 0
	Fine White Cambric, Hemmed, Coloured Borders	5 0
	Fine Irish Cambric	10 0
HOUSEHOLD LINEN	Damask Linen Table Cloths, Damask Napkins, Sheeting (Double and Single).	
JEWELLERY	Gold Links, Solitaires, Shirt Studs, Pins, &c.	
TRUNKS, &c.	Overland Trunks, Portmanteaus, Courier Bags, Hand Bags, Rugs, and Straps, &c.	
TAILORING DEPARTMENT	A large Stock of Coat and Trouserings in every variety of material. Patterns and Instructions for self-measurement sent on application.	

TEN PER CENT. DISCOUNT FOR PROMPT CASH.

BADHAM AND CO.,
22, Rampart Row, Bombay.

N. V. CURRANEE & CO.

UNDERTAKE to LAND, SHIP, CLEAR, and FORWARD GOODS, PARCELS, and PACKAGES to EUROPE and INDIA, with QUICK DESPATCH and at LOW CHARGES.

Now Ready,

THE INDIAN TRAVELLERS' GUIDE FOR FEBRUARY.

PRICE—EIGHT ANNAS.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The GUIDE, having a large circulation amongst Travellers, by rail and otherwise, is a most effective medium for advertisements.

CONTENTS.

Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Railway Time Tables :—
  Great Indian Peninsula Railway.
  Local Trains between Bombay, Mahim, and Bandora, by G. I. P. and B. B. and C. I. Railways.
  Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
  Bombay, Baroda, and Central India Railway.
  Jubbulpore Extension Railway.
  East Indian Railway
  Sind, Punjaub and Delhi Railways.
  Scinde Railway.
  Through Traffic from Kurrachee to Mooltan, Lahore, and Umritsur.
  Eastern Bengal Railway.
  Calcutta and South Eastern Railway.
  Great Southern of India Railway.
  Madras Railway.
Steam Navigation Companies —
  P. & O. Co.
  Bombay and Bengal S. S. Co.
  Messageries Maritimes.
  Austrian Lloyds.
  Rubattino Steam Navigation Company.
  Euphrates and Tigris Steam Navigation Company.
  British India Steam Navigation Company.
  Bombay Steam Ferries.
  China Steamers.
  Indus Steam Flotilla.
  Punjaub Steam Flotilla.
  Irrawady Flotilla.
  India General Steam Navigation Company.
Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub
Route to Simla.
Route to Landour.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilcund Horse Dak Company.
North-West Dak Company.
Punjaub and North-Western Dak Company.
North-Western Dak Company.
Agra to Jeypore.
Rawul Pindee and Murree.
Scale of Fares for Shigrams, Buggies, &c., in Bombay.
Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Termini, and of the following

AGENTS :—

Bombay	Thacker, Vining & Co. ; Chesson and Woodhall ; and J. & W. Watson & Co.
Poona	Treacher & Co. ; D. S. Kemp & Co. ; and Chesson and Woodhall.
Calcutta	Wyman & Co.
Allahabad	Kellner & Co.
Alexandria	D. Robertson & Co.
London	G. Street, 30 Cornhill.

JOHN MOIR AND SON,
ABERDEEN,

Would recommend the various undernoted Sausages to their Customers. This they can do with the utmost confidence, as the Pork from which these Sausages are manufactured is bred and carefully fed at their own farm, Garthdee.

OXFORD, CAMBRIDGE and TRUFFLED SAUSAGES.
ABERDEEN SAVOURY SAUSAGES.
SMOKED SAUSAGES.
BOLOGNA SAUSAGES.
HAM and CHICKEN SAUSAGES.

All Tins sent out by J. M. & S. are stamped—
"J. MOIR & SON," ABERDEEN.
None other are genuine.

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

THURSDAY AFTERNOON.

ENQUIRY for Mofussil Press and Bank of Bombay shares. Spinning shares and Government Paper declining.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.—1st FEBRUARY, 9 P.M.

Latest dates from United Kingdom.

Via Red Sea, 31st January, 7-20 P.M., Greenwich time. Time in transit, 15 hours 25 minutes.

Latest dates from Continent of Europe.

Via Turkey, 31st January, 9-30 A.M., Greenwich time. Time in transit, 21 hours 23 minutes.

Via Red Sea, 31st January, 4-10 P.M., Greenwich time. Time in transit, 19 hours.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 31st Jan. to 9 P.M. of the 1st Feb. is as follows:—

To Bombay.	Max.	Min.
From Calcutta	8 2	0 15
,, Galle	one in	12 22
,, Kurrachee	1 5	0 8
,, Madras	1 25	0 15

TELEGRAPH LINE REPORTS.

KURRACHEE, 1st Feb., 9 P.M.—Latest dates from United Kingdom, via Turkey, 31st Jan., 3-20 P.M. From Continent of Europe, via Turkey, 31st Jan., 9-30 A.M. Cable right to Fao; Turkish line right to Pera; Persian line right to Ispahan; interrupted beyond.

SHIPPING.

DAILY FREIGHT REPORT.—1st FEBRUARY.

London..	Cotton	£3 0s. 0d. Nominal.
	Cases	£3 0s. 0d. do.
	Seeds	£2 15s. 0d. do.
Liverpool	Iron Ships Cotton	£2 15s. 0d. to £2 17s. 6d
	Wooden Ships ,,	£2 15s. 0d.
	Myrabolins & Coir bdls	£2 10s. 0d.
	Seeds	£2 5s. 0d.
Havre	Cotton Coffee	£3 2s. 6d.
Overland...Steamers		£3 15s. 0d.
Liverpool via Suez Canal		£3 5s. 0d. to £3 15s. 0d.
China	Steamer Cotton	Rs. 6 per bale.
	,, Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4 per bale nominal
Calcutta ...Salt		Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 20 and Calcutta Port charges
Mauritius		Nothing doing.

ARRIVALS.

Feb.	Vessel.	Commander.	From.
1	Khedive (s)	Steward	Suez, Jan. 19.
	Burmah (s)	Strap	Calcutta, Jan. 9.
	M. S. Elphinstone (s)	De Costa	Porebunder, Jan. 29.
	Simla	Salter	Liverpool, Sept. 21.

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
1	Buckinghamshire	Pain	Calcutta.
	Pallas	Maidrich	Falmouth.
	Hydree	Nacoda	Calcutta.
	John and Mary	Nacoda	Chittagong.
	Taptee (s)	DeCosta	Cutch.
	Persia (s)	Merillo	Genoa, &c.

The following vessels obtained their port clearances yesterday:—

Ship Sussex, Kinfley, to Colombo.
Brig E. De Damon, Nacoda, to Mozambique.

MADRAS.

ARRIVALS.

Jan.		
28	St. Antoni	Pondicherry
29	Arcot (s)	Rangoon.

DEPARTURES.

Jan.		
28	Delhi (s)	Calcutta.
29	Garland	Liverpool.
	Marie Therese	Marseilles.

ADEN.

ARRIVALS.

Jan. 17, Dryad, H. M. S., Pearson, from Bombay.
— Stanley, s.s., Nedham, from London.
— Dugenecig, F.S.F., Loyer, from Brest.
— Nemesis, s.s., Stewart, from Bombay.
18, Columbian, s.s., Stewart, from Suez.
— Sphinx, s.s., Marcovich, from Trieste.
— William Corry, s.s., Donaldson, from Cardiff.
19, Provence, s.s., Macarie, from Marseilles.
— Ferour, ship, Christiansen, from Liverpool.
— Somerset, ship, Wm. Hicks, from Cardiff. [to Suez,
20, Jumna, H. M. S., Richards, from Bombay—Passed
— Martha, barq., Nillson, from Shields.
— Emelians, s.s., Sarrenaga, from Manilla.
— Ispahan, s.s., Osborne, from Persian Gulf.
21, Sumatra, s.s., Anderson, from Calcutta.
— Koina, s.s., Profumo, from Bombay.
— Paula, barq., John, from Newport.
— Diomed, s.s., Crompton, from Shanghai.
— Futtay Sultan, ship, Nacoda, from Bombay.
22, Mongolia, s.s., Barlow, from Bombay.
— Lady Lisgarh, ship, J. Hews, from Liverpool.
— Commander, s.s., Chambers, from Singapore.
23, Edinburgh, s.s., R. Cato, from Singapore.
— Danube, s.s., Target, from Mauritius.
— Lord Elphinstone, s.s., Cherry, from Persian Gulf.
— Derby, s.s., S. Newman, from Cardiff.

DEPARTURES.

Jan. 17, Stanley, s.s., Nedham to Rangoon.
17, Sir John Lawrence, s.s., Hillcost, to London.
— Columbian, s.s., Stewart, to Bombay.
— Nemesis, s.s., Stewart, to Liverpool.
— Sphinx, s.s., Marcovich, to Bombay.
— Dryad, H. M. S., Pearson, to Suez.
19, Provence, s.s., Macarie, to China.
— Thomas Wilson, s.s., Cosins, to Calcutta.
21, Ispahan, s.s., Osborne, to Jeddah.
— Sumatra, s.s., Anderson, to Suez.
22, Diomed, s.s., Crompton, to London.
— Emelians, s.s., Sarrenaga, to Liverpool.
— Mongolia, s.s., Barlow, to Suez
— Fleming, ship, Deupourt, to Calcutta.
— Koina, s.s., Profumo, to Jedda.
23, Commander, s.s., Chambers, to London.
— Futtay Sultan, ship, Nacoda, to Jedda.
— Talisman, ship, Duff, to Calcutta.
— Blackheath s.s., Murrell, to Rangoon.
— Edinburgh, s.s., Cato, to Liverpool.

VESSELS IN HARBOUR.

3, Saga, S.F., Perry, from Naples.
17, Duzenedig, F.S.F., Loyer, from Brest.
19, Feroura, ship, Christiansen, from Liverpool.
— Somerset, ship, Wm. Hicks, from Cardiff.
20, Martha, barque, Nillson, from Shields.
21, Paula, barque, John, from Newport.
22, Lady Lisgarh, ship, Hews, from Liverpool.
23, Edinburgh, s.s., Cato, from Singapore—Departed.
— Danube, s.s., Target, from Mauritius.
— Lord Elphinstone, s.s., Cherry, from Persian Gulf.
— Derby, s.s., S. Newman, from Cardiff.

STEAMERS LOADING IN ENGLAND FOR THE EAST *via* SUEZ CANAL.

NAME.	TONS.	DESTINATION.	TO SAIL.
Orlando	1437	Bombay	Jan. 12
Athell	1400	Bombay	Jan. 13
Dilston Castle	1380	Bombay	Jan. 13
Mirefield	1085	Bombay	Jan. 15
Ionia	1800	Bombay	Jan 15
Bertha	2500	Calcutta	Jan. 20
Virago	1800	Calcutta	Jan. 20
Tenasserim	—	Rangoon	Jan. 25
Como	1500	Bombay	Jan. 25
Mesopotamia	1217	Kurrachee	Jan. 31
Viceroy	1826	Calcutta	Feb. 14

DAILY IMPORTS.—1st FEBRUARY.

FROM LIVERPOOL.

Khimjee Oodowjee, 352 bundles bar iron, Jules Siegfried & Co.
Atalanta, 10 cases sherry, 16 cases moselle, and 6 cases port, Whittle & Co.

FROM LONDON.

Eollo (s), 94 cases old tom, Hormusjee Pestonjee Sons.
Penguin (s), 106 cases old tom, Hormusjee Pestonjee Sons.
Ardgowan, 2,231 plates spelter, Chotelall Joogulbhoy; 7 bales paper, The London, Asiatic and American Co.; 235 boxes brandy, Nowrojee Ardaseer and Sons; 400 tubs English steel, Stenhouse & Co.; 200 cases brandy, Cursetjee and Eduljee; 100 cases brandy Nesserwanjee Aspandiarjee.
Nelson, 50 cases geneva, Sorabjee Merwanjee & Co.

FROM GENOA.

Persia (s), 1,185 boxes brandy, Nowrojee Ardaseer and Sons; 220 cases brandy, Nesserwanjee Aspandiarjee; 100 cases brandy, Sorabjee Merwanjee & Co.; 400 cases claret, H. Bomanjee Touche & Co.

FROM TRIESTE.

Sphinx (s), 12 cases magenta colours, Planque, Vinay & Co.

DAILY EXPORTS.—1st FEBRUARY.

FOR LIVERPOOL.

Norah Greame, 200 bales cotton, Ritchie, Steuart & Co.; 25 bales coir fibre and 106 bales hemp, S. S. Narrelwala; 45 bales cotton, Greaves, Cotton & Co.
Sam Mendel, 50 bales cotton, Goolam Hoosen Fazul & Co.
Manila, 10 bales cotton, H. Bomanjee, Touche & Co.
China (s), 48 bales cotton, Canjee Megjee; 50 bales wool, Dayal Ruttonsey.
Penguin (s), 98 bales cotton, Ritchie, Steuart & Co.; 1 case silver ware, Ralli Brothers; 120 bales cotton, Cursetjee Furdonjee; 30 bales wool, Canjee Khetsee; 50 bundles galls, V. Ebram & Co.; 50 bales wool, Pursotum Khetsee; 77 bales cotton, Chotalall Pranjeevan; 21 bales wool, Nesserwanjee Manockjee & Co.
Atalanta (s), 125 bales cotton and 3 bales coir yarn, Canjee Megjee; 38 bales cotton, Monna Dharsee; 56 bales cotton, Amerchund Lalljee; 45 bales cotton, Vussonjee Naronjee; 27 bales cotton, R. Mahomed; 41 bales cotton, Corjee Ludha; 9 cases cardamoms, Ruttonsee Goculdass; 116 bales cotton, Lawrence & Co.; 50 bales cotton, Doongersee Gopejee; 225 bales cotton, Damjee Shamjee; 77 bales cotton, Lalloobhoy Gopalldass; 14 bales cotton, Wallace & Co.; 105 cases dry ginger, H. Bomanjee, Touche & Co.; 150 bales cotton, E. Spinner & Co.
William Corry (s), 30 bales hides, Ahmedbhoy Habibhoy; 105 bales cotton, Luckmedass Khemjee & Co.; 42 bales cotton, Nanchund Jeware; 34 bales cotton, Ramjee Morarjee; 22 bales hides and skins, H. Bomanjee, Touche & Co.; 89 bales cotton, Soonderdass Mooljee; 60 bales cotton, Ritchie, Steuart & Co.; 119 bales cotton, Gaddum & Co.; 190 bales cotton, C. S. Nadershaw; 30 bales wool and 170 bales cotton, Shamjee Narronjee; 50 bales wool, Pursotum Tersey; 50 bales cotton, Dewjee Bhanjee; 400 bales cotton, David Sassoon & Co.
Bella Maria, 36 bales cotton, Mathooradass Goculdass.
Jane Law, 42 bales cotton, Canjee Lalljee & Co.

FOR LONDON.

China (s), 100 cases olibanum, Mooljeebhoy Jewraz; 29 bundles E. teeth, Bawanjee Vullybhoy; 2 cases shawls, Sir Charles Forbes & Co.

FOR HAVRE.

Ivanhoe, 200 bales cotton, H. Clason & Co.
Glenavon, 500 bales cotton, H. Bomanjee, Touche & Co.; 200 bags rapeseed, S. Tyebjee & Co.; 200 bales cotton, Monore Hurruckchund.

FOR TRIESTE.

Sphinx (s), 100 bales cotton, Kunkler, Preiswerck & Co.; 400 bales cotton, Gaddum & Co.; 200 bales cotton, E. Spinner & Co.; 100 bales cotton, B. I. S. N. Co.; 23 bales cotton, Knoop & Co.; 35 bales cotton, G. Sigg & Co.

SALES AND PURCHASES.

THE undermentioned Sales are reported to have been made yesterday by European houses:—

PIECE GOODS.

		Rs. A. P.
1,000 pieces Grey Shirtings	40 inch 39 yds. 7 lbs.	4 10 6
1,000 ,, ,, ,,	40 ,, 39 ,, 7 lbs.	4 10 6
1,280 ,, ,, ,,	40 ,, 39 ,, 6 lbs.	4 4 0
500 ,, ,, ,,	41 ,, 39 ,, 6½ lbs.	4 7 6
1,380 ,, ,, ,,	45 ,, 39 ,, 8 lbs.	5 7 0
300 ,, White Mulls	40 ,, 20 ,,	3 4 6
300 ,, ,,	40 ,, 20 ,,	3 8 6
300 ,, ,,	40 ,, 20 ,,	3 12 6
200 dozen Col. Handkerchiefs	23 by 26	1 8 6
200 ,, ,, ,,	27 by 29	1 10 6

COTTON.

		Rs.
75 candies	New Dhollera (without dely.)	218-23
100 ,,	Old Compta (ready)	208
50 ,,	,, Do. (without dely.)	191
25 ,,	,, S. G. Dharwar ,,	290
50 ,,	New Agra (ready)	292
100 M. G. ,,	Broach	280
500 ,,	,, Oomrawuttee (15 day dely.)	265
300 ,,	,, Barsee	263-64½
25 ,,	,, Broach M. G. (ready)	280
25 ,,	,, Hinghunghat ,,	287-82
20 ,,	,, Broach ,,	298
50 ,,	,, Dhollera (10th May)	260
500 ,,	,, ,, ,,	260
50 ,,	,, ,, ,,	260
50 ,,	,, ,, ,,	273
50 ,,	,, Oomrawuttee ,,	268
200 ,,	Old Dhollera ,,	227
56 ,,	New Agra ,,	200
50 ,,	,, Khandeish ,,	255

METAL.

500 cwts. Yellow Metal Braziers, per cwt. ... ,, 39

MILITARY.

ARRIVALS.—FEBRUARY 1.

Asher, Surgeon, Medical Establishment, from furlough, from England.
Phelps, Captain, Commissariat Department, on duty, from Aden.
Lyster, Lieutenant, 26th N. I., on duty, from Poorundhur.
Robertson, Captain, Bengal General List Infantry, from furlough, from England.
Mackenzie, Major, Bengal Staff Corps, from furlough, from England.

DEPARTURES.—FEBRUARY 1.

Money, Colonel, Madras Infantry, on furlough, to Europe.
Carnegy, Lieutenant-Colonel, Officiating Deputy Adjutant General, on duty, to Poona.
Hickman, Major, Staff Corps, on furlough, to England.
Martin, Captain, 6th Bengal N. L. I., on duty, to Morar.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, Feb. 1.)

MILITARY DEPARTMENT.

Officers of the Pay, Commissariat and Account Depts. belonging to the Army in this Presidency, when residing in a Military Cantonment, are required to conform to the rules made by the Officer in Comd. for the dress of Officers appearing in public.

The furlough to Europe granted by G. O. No. 754, dated 16th Nov. 1870, to Sub-Condr. J. Wright, of the Barrack Dept., is extended to the 23rd Nov. last.

The undermentioned Warrant Officer is allowed furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868:—

Conductor W. Nolan, of the Ordnance Dept.

The undermentioned medical officer, having completed twelve years' service, to be Surg. from the date specified, subject to H. M.'s approval:—

Asst. Surg. Robert Augustus Alleyne, 20th January 1872.

The privilege leave granted to Lt.-Col. W. T. Chitty, Military Accountant, by G. O. No. 63, dated 22nd Jan. 1872, will date from the 27th instead of the 29th inst.

The Govt. of India has been pleased to sanction the issue of oil, on the "all night" scale, to the nurses employed in European Female Hospitals.

Capt. T. W. Sanders, S. C., is attached to the Commissariat Dept. for duty, from the date on which Lt.-Col. J. Thacker ceased, (vide G. G. O. No. 40 of 1872,) to do duty in that Dept, or from the date on which he may have joined it, if subsequent thereto.

At the request of the Resident at Hyderabad, it is hereby notified that Regulations have been made by the Govt. of H. H. the Nizam for the better regulation of Travellers' Bungalows in H. H.'s territory, and officers of the Bombay Army are hereby enjoined, when travelling in H. H.'s Country and making use of the bungalows, to observe and enforce on their attendants a strict compliance with the Regulations.

Consequent on the appointment of Lt.-Col. J. Tacker, Deputy Asst. Comsy. Genl., first class, to act as Examiner Pay Dept., the following promotions are made in the Commissariat Dept., to have effect from 17th inst:—

Maj. J. Clements, Acting Deputy Asst. Comsy. Genl., first class, to be Acting Asst. Comsy. Genl., second class.

Maj. L. M. Davies, Acting Deputy Asst. Comsy. Genl., second class, to be Acting Deputy Asst. Comsy. Genl., first class.

Maj. R. H. M. VanHeythuysen, Sub-Asst. Comsy. Genl., first class, to be Acting Deputy Asst. Comsy. Genl., second class.

Capt. J. Hibbert, Acting Sub-Asst. Comsy. Genl., second class, to be Acting Sub-Asst. Comsy. Genl., first class.

JUDICIAL DEPARTMENT.

Capt. F. P. Forteath to act as Cant. Mag. at Ahmedabad, pending the return of Lt.-Col. Westrop from leave, or until further orders.

Capt. Forteath is invested with the powers of a Mag. within the limits of the Cant. of Ahmedabad.

Rao Saheb Govind Venayek, second class, third grade, Sub. Judge of Bhurghaum, in the Kandeish district, to be second class, second grade, Sub. Judge, vice Rao Saheb Sukharam Dhondeo Deshmook, deceased.

Rao Saheb Dinkur Dhondeo Datar, Acting second class, second grade, Sub. Judge, of Nundoorbar, in the Kandeish district, to be confirmed as second class, third grade, Sub. Judge, vice Rao Saheb Govind Venayek.

Azum Ramkrushna Hurry Palande, Offg. Mamlutdar of Talooka Bhimturry, is invested with the powers of a Sub. Mag. of the second class in the Poona district.

Azum Damodhur Trimbuck, Head Carcoon in the Malligaum Mamlutdar's Cutcherry, is invested with the powers of a sub. Mag. of the second class, in the Nassick district.

Azum Vishwanath Gunesh, First Carcoon to the Mamlutdar of Marheh, is invested with the powers of a Sub. Mag. of the second class, in the Sholapoor district.

REVENUE DEPARTMENT.

Mr. C. A. Cameron, First Asst. Collr of Dharwar, is allowed furlough for eight months, and subsidiary leave for thirty days, under chapters 2 and 3 and sections 7 and 11 of the Covenanted Civil Service Leave Code.

Mr. W. Ramsay acted as Junior Collr. and Mag. of Surat from 30th Nov. 1871, to 5th Jan. 1872.

GENERAL DEPARTMENT.

Mr. W. Wedderburn, Acting Secy to Govt in the Judicial, Political, and Educational Departments, is allowed two years' furlough, and in addition fifteen days' preparatory leave, on being relieved of his duties by Mr. C. Gonne.

The services of Mr. W. Lee-Warner, of the Bombay Civil Service, have been placed at the disposal of the Govt. of India for employment in Berar.

Mr. R. Walton, Deputy Ex. Engr., Bombay Municipality, has been appointed to act as Executive Engineer during the absence of Captain Tulloch, R.E., or until further orders, with effect from the 15th October 1871.

The Students named below, having obtained the degree of Licentiate of Medicine of the University of Bombay, on the 23rd Dec. 1871, are appointed Sub-Asst. Surgs. from that date:—

First Class—Mr. Tribhuvundas Motichund Shah.

Second Class—Messrs D. B. Valles, Shantaram Venayeck Kaulut, Kassum Veerjee Patell, and J. A. Da Gama.

PUBLIC WORKS DEPARTMENT.

Lt. C. F. Fuller, R.E., is appointed an Asst. Engr., second grade.

ECCLESIASTICAL DEPARTMENT.

The Reverend W. W. Phelps, M. A., Senior Chaplain Bengal Establishment, is allowed a furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868.

License to solemnize marriages, under the provisions of Act V. of 1865, is hereby given to the Reverend C. W. Park, American Missionary at Sholapoor.

NOTIFICATION BY THE REVENUE AND POLICE COMMISSIONERS NORTHERN DIVISION.

Mr. W. Ramsay, First Asst. Collr., Surat, is allowed fifteen day' privilege leave, from such date in Feb. as he may avail himself of it.

NOTICE.

The *Bombay Gazette* is now sent POST FREE to Subscribers in any part of India.

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Per Annum	Rs. 10 0 0
Per Copy	,, 0 4 0

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

MOORHOUSE—January 30th, at Bandora, the wife of Mr. Alex. S. Moorhouse, of a son.

OTHER PRESIDENCIES.

BIRTHS.

BRADFORD—January 25th, at Lucknow, the wife of Captain E. R. C. Bradford, Madras Staff Corps, of a son.

BROADWAY—January 22nd, at Jhung, the wife Mr. Ph. Broadway, Offg. District Superintendent of Police, of a son.

HUGHES—January 23rd, at Peshawur, the wife of the Rev. T. P. Hughes, of a son.

RATTRAY—January 20th, at Debrooghur, the wife of Colonel Rattray, C.S.I., Commandant, 42nd Assam Light Infantry, of a daughter.

RICKETTS—January 26th, at Cannanore, the wife of Lieut. Colonel Ricketts, of a daughter.

ROSS—December 31st, at Almora, Kumaon, the wife of Mr. Richmond Ross, Post Master, of a son.

TREVOR—January 22nd, at Gowhatty, the wife of Captain S. T. Trevor, R.E., of twin sons.

WILKINSON—January 28th, at Beaconfell, Bangalore, the wife of A. T. Wilkinson, Esq., of a daughter.

MARRIAGES.

KOHLHOFF—RODGERS—January 19th, at Trinity Church, Colombo, by the Rev. C. E. Higgins, Daniel Frederick Kohlhoff, of Tanjore, to Catherine Caurilla, relict of the late Rev. J. B. Rodgers of Bangalore, and youngest surviving daughter of the late Captain G. F. Andree, of Madras.

SAUNDERS—WHITE—January 27th, at St. John's Church, Calcutta, by the Rev. J. Stephenson, M. A., Richard Robert, eldest son of Captain Robert Saunders, formerly of this port, to Jane Eleanor, third daughter of Captain W. White.

DEATHS.

DeHOXAR—January 21st, at Allahabad, Mrs. Catherine de Hoxar, aged 27 years, 8 months, and 15 days.

LEGGATT—January 22nd, at Madras, Charles Edward Arthur Owen, the youngest and beloved child of Geo. R. Leggatt, Assistant Engineer, D. P. W., aged 3 months and 13 days.

MANDEVILLE—January 29th, at Madras, Mr. John McKennie Mandeville, aged 39 years.

ROZARIO—January 28th, at Madras, at the residence of his daughter, Mr. Domingo Rozario, aged 95 years.

VANSPALL—January 20th, at Cochin, Mrs. Cornelia Adriana Vanspall, mother of Mrs. Phipson, aged 58 years.

The Bombay Gazette.

FRIDAY, FEBRUARY 2, 1872.

ONE can hardly be surprised at the indignation with which the Manchester Chamber of Commerce has received the news of the appointment of Sir Louis Malet as the mercantile member of the Council of India. So far as Sir Louis himself is concerned, it would be a mistake to suppose that he is personally objectionable to the Lancashire men who have been most active in agitating for a change in the constitution of the Council. Probably no official person could have been selected whose nomination would have been more generally approved both in Manchester and in Liverpool. At the Board of Trade Sir Louis Malet has for years been favourably known for his business habits and liberal opinions about commercial affairs; and, when Mr. Bright was the ornamental President of the Board, the principal work of the office was really done by Sir Louis, who was thus brought into close and intimate connection with the merchants and manufacturers in the great towns of the United Kingdom. It would, in fact, be difficult to name any member of that valuable but much-decried class of public servants—the permanent officials to whom leading politicians are chiefly indebted for the ease with which they perform their administrative duties—who is better liked or more respected than Sir Louis Malet by that outside public which is usually at feud with the Departments of State. But, after all, the appointment is but the transfer of a tried official from one Department to another; and Mr. Gladstone and the Duke of Argyll must have known very well that this is not what Lancashire asked for, or what the House of Commons understood the Ministry to agree to when Mr. Graves brought forward his motion last session for the appointment of a commercial member of the Indian Council. It may be called, like the promotion of Sir Robert Collier, a colourable evasion, not this time of a distinct statute, but of an engagement to which the reluctant assent of the representatives of the India Office was obtained by Mr. Graves; and we have only to call to mind the supercilious and impertinent way in which Mr. Grant Duff commented upon the proposal to put a mercantile man in the Council, to be convinced that the Secretary and Under-Secretary of State have never seriously intended to gratify the longing of Lancashire for a direct share in the government of India. Of course, the object of the agitation has throughout been to get Sir Thomas Bazley, or some other man of equal mercantile respectability, appointed to a seat in the Council of India; and the Manchester Chamber of Commerce may well be moved to wrath when the long-promised reform ends in the choice of a paid official instead of an independent merchant or millowner to represent the interests of trade in the Council.

Why the Government should have thus mocked and set at defiance the influential constituencies of Manchester and Liverpool—one Conservative and the other Liberal, but both in accord on this political question—is not quite intelligible. The India Office need have no fear that the admission of a merchant into the Council would lower the tone and character of the Government of this country by giving effect to the theory that dependencies ought to be made as profitable as possible to the protecting country without regard for the rights of the natives. The influence used to further the interests of English trade by developing the resources of India in ways which do this country little good, but yield a handsome percentage to the developers on their invested capital, is most to be dreaded when it is indirect. At present, it is impossible to walk about the passages of the India Office without stumbling over projectors and deputations from various places, who are all alike inspired by an earnest and philanthropic desire to sell their private enterprise in the dearest market for the joint benefit of themselves and the people of India. Secretaries and Under Secretaries of State receive the deputations and listen to the projectors; and, having no one competent to form a sound judgment on the schemes put before them, or to expose the impudence of some of the speculations pressed upon their acceptance, they often, through sheer weariness, give their sanction to bargains which are most unjust to Indian taxpayers. But put in the Council a great merchant who to-day perhaps might not scruple to ask for some concession for himself and a friend, and a sense of duty will compel him to weigh deliberately the merits of all the projects submitted to the Government, and to advise that enterprises which he himself might have advocated out of office should be rejected. Fortified by such advice from a man respected for his mercantile experience, the Secretary of State would be able to avoid pledging his support to many a doubtful scheme which has now a fair chance of securing a State guarantee. If, too, a man like Sir Thomas Bazley were nominated a Councillor of India, he could not but begin to discover after he had been only a few weeks in office that this country has not been created for the sole purpose of supplying Lancashire with good cotton when the American crop falls short; and in time, being a man of candour and intelligence, he would probably take to denouncing instead of encouraging the formation of new and expensive establishments in this country to teach the natives how to cultivate their fields so as to fulfil the expectations of their friends in Lancashire. The official members of Council, on the other hand, might get sound views on many financial questions from their commercial colleague; and the general result would be advantageous, the old Indian officials becoming somewhat less departmental in their opinions, and the merchant assigning a less disproportionate value to those trading interests which alone are now of importance in his eyes.

But the nomination to a seat in the Council of an official from another Department will do no good at all. Indeed, it is open to the grave objection that it creates a new opportunity for political jobbery. Hitherto, the Council of India, with all its faults, has at best fulfilled the purpose for which it was constituted, that of uniting in one administrative body the most distinguished Anglo-Indians in England, and making their ripe experience useful to this country. But we agree with the Manchester Chamber of Commerce in thinking that it would be better to "disband" the Council forthwith than to let the Minister of the day find places in it to which he may promote men from other offices of State who have no special knowledge of India, but who happen to have claims upon the English Government.

WE publish this morning a letter from our special correspondent at the Camp of Exercise describing the closing manœuvres of the force assembled at Delhi. Another correspondent writes to us that the sham fight before the King of Siam was "a very pretty, well managed affair." The King, he adds, "is an intelligent youth in knickerbockers, who won't say anything about his country, and who greatly appreciated the review provided for him." There is no doubt that on the whole the Camp has been a great success. The chief fault, if fault must be found, has been, it is said, the "pottering about" between the fights. This fatigues the troops far more than the real work; and one month of well-arranged work would have been better. But the business of organizing these Camps perfectly cannot be arranged in the first year.

INVITATIONS to a State dinner on Saturday the 10th instant, at Government House, Parell, in honour of His Majesty the King of Siam, were issued on Monday last.

THE Prussian correspondent of the *Times* states that the Russians have despatched several columns to reconnoitre the road to Khiva. "One column is proceeding towards the mouth of the River Atrek. The direction of the two others is unknown." The Attruck is the name of a river running into the Caspian at the south-east corner of that sea, near Astrabad. Its upper course is not clearly traced even on the latest maps of Central Asia. It runs, however, to the south of the Desert of Khiva and close to the Persian frontier, and the only "road to Khiva" for a Russian column to reconnoitre in that direction is the track from Astrabad to Khiva skirting the desert on the west and crossing the Atrek not far from the sea-coast. The possession of Khiva will give the Russians complete control of both banks of the Oxus.

THE *Spectator* of Jan. 6 makes the following sensible remarks on the new line of conduct taken by the American Government with regard to the Alabama claims:—

> "It appears to be understood that though the United States have not as yet presented any but the direct damages resulting to their people from the escape of the Alabama and her sister cruisers, they hold in reserve the right, in case an 'amicable settlement' is not agreed to, to claim for the indirect losses caused to the Government by the prolongation of the war, and to the Commercial Marine by its compulsory transfer to neutral flags. We do not quite understand what the 'amicable settlement' means,—we suppose any settlement made under the treaty. The treaty certainly does not appear anywhere to contemplate any sort of claim except for the individual losses inflicted by the escaped vessels, and we were told expressly, before it was signed, that the American Government had waived its pretence to their vague general claims in consideration of the treaty. The wording of the treaty does not, we see, expressly exclude such demands; but it certainly does not include them, and appears to contemplate only the claims to be made for the individual damages inflicted by any cruiser which escaped from British ports in consequence of any British neglect. As for the further and larger claim now said to be held in reserve by the United States' Commissioners, it is simply preposterous; and it seems to us strange taste and bad policy to be making diplomatic flourishes with it, by way of an attempt to frighten us into further concessions. Neither party has, we suppose, any idea of disputing the awards of the arbiters."

THE publication—due, it is now said, to the carelessness of a clerk in the India Office (!)—of Lord Napier's confidential despatch on the folly of further reductions of our military force in India has at least had one good result. It has opened the eyes of people at home to the truth that there are native princes in India who are thinking of other matters besides education and roads, and who are capable of being either inconveniently powerful friends or very dangerous enemies. The futility of the plan of attempting to govern this military empire by means of a policy of palaver has, for the time at least, been completely exposed; and the *Times* begins a leading article on the health of the European troops in this country with the emphatic declaration:—"Whatever may be the opinion of competent persons as to the prudence of publishing the recent important correspondence on the subject of our military expenditure in India, there can be little doubt that Lord Napier of Magdala has set at rest the question whether further reduction should be made in the European garrison which holds for us our Indian Empire." This was all Lord Napier wanted to accomplish; and his Lordship may be congratulated on the encouraging result of what must have seemed to him when he wrote his despatch a desperate attempt to make the Home Government understand what are the facts of our position in India.

MARY WINCHESTER has actually been delivered to General Brownlow.

THE Umballa paper, we notice, says the number of the Kooka sect is variously estimated at numbers ranging from 100,000 to 300,000.

WE (*Pioneer*) believe that there will be no Italian Opera in Calcutta next season; as a speculation the engagement of the Company has not been sufficiently successful to justify its continuance.

THE Governor of Madras has turned his attention to the renovation of the famous Tirumal Naik's Palace at Madura. The task, it is expected, will take fifteen years and three lakhs of rupees to accomplish.

THE Sanitary Commissioner with the Government of India is engaged at present in Madras in an examination of the principal sewage farms and an inquiry into the working of the Contagious Diseases Act.

BY the appointment of Colonel Deedes, of the 60th Rifles, to be an Assistant Adjutant General of Division, the post of Private Secretary and Aide-de-Camp to the Lieutenant-Governor of the Punjab is rendered vacant.

THE Governor General in Council has been pleased to direct that whenever convicts are employed on public works, the Public Works Department shall pay for their services the full market value of the labour done by them.

IT is rumoured that the local Government of the French Settlement at Chandernagore contemplates introducing a Stamp Act in that Settlement, and has, therefore, solicited permission of the higher authorities at Pondicherry for the same.

MORE than three-fourths of the houses at Simla are already let for the coming season, and applications are daily coming in for others. The Commander-in-Chief, it appears, intends to take the house in which Colonel Hatch lived last year, "Ravenswood."

WE (*Indian Daily News*) understand that the Hon'ble Sir C. P. Hobhouse, Bart., Judge of the High Court, Calcutta, and the Hon'ble A. Ross, Judge of the High Court, North-Western Provinces, who are now on leave in England, have applied to resign the service.

THE natives in the Central Provinces appear to have a curious idea of the functions of a Municipality, for the Jubbulpore paper says that a native lately applied to the Commissioners of that town for the grant of a piece of land and a loan of Rs. 2,000 to enable him to build a house on it.

YESTERDAY'S *Government Gazette* contains a notification that Mr. R. Walton, Deputy Executive Engineer, Bombay Municipality, has been appointed to act as Executive Engineer during the absence of Captain Tulloch, or until further orders, with effect from 15th October last.

IN our Overland Summary of the 9th December an awkward blunder occurred. In speaking of the meeting of the London and Bombay Bank shareholders we accidentally used the name of the London and *County* Bank—quite a different affair, as anybody is aware who knows the history of the two Banks.

THE *Journal de Port Saïd* says—"It is rumoured that His Highness the Khedive has learned with much displeasure of the purchase by the English Admiralty of ground on the banks and at the entrance of the Canal. It is said that the Minister has received an order not to put his signature to the contract of sale of the land entered into by the Company and the purchasers."

ON the 24th ultimo it snowed severely the whole of the day at Simla, and continued till well into the night. The next morning the roads were eight inches deep in snow. Next day there was a very rapid thaw throughout the day, but in the night there was a hard frost. Some gentlemen and ladies have got up a sort of skating club—they have transformed a croquet ground into an artificial skating lake.

WE see from a letter addressed by Mr. Manockjee Limjee Aturia, representative of the Parsees of Western India at Teheran, to the trustees of the fund to ameliorate the condition of the Persian Parsees, that the famine is increasing day by day at Teheran, and the Shah of Persia is said to be so much afraid that he has appointed a committee, including Mr. Manockjee, to adopt some measures for providing relief for the suffering population.

WE are sorry to hear that a great deal of European destitution seems to exist in Bombay at present. The applications made at the Fort Police Courts for relief last month were very numerous, not only from the European and Eurasian poor, who are residents of Bombay, but from distressed sailors, some of whom were sent to the Sailors' Home at the expense of the poor-box, from which between Rs. 300 and 400 was distributed.

AMONG the names of those candidates who obtained certificates of merit at the Michaelmas Examination of the Incorporated Law Society of the United Kingdom for admission on the Roll of Attorneys and Solicitors of the Superior Courts, we observe that of Mr. Arthur Edward Peile, who has just come out to Bombay to join the firm of Hearn, Cleveland, and Peile. Out of the 130 candidates who successfully passed the examination, Mr. Peile was placed seventh on the list.

CAPTAIN HANCOCK having been informed that the Justices of the Peace have nominated him a member of the Standing Committee for the year 1872 has requested the Clerk of the Peace to inform the Justices that he regrets to be obliged to resign his place on the committee, as his time is now so fully occupied with the work of his appointment that it will be impossible for him to give that constant attention to municipal matters which would be necessary to render his services of any value.

THE *Army and Navy Gazette* says—"There is a growing feeling on the part of those who are interested in the education of our Naval Cadets, that if Mr. Goschen remains in office he will substitute a Naval College (we trust on the Dart or the Tamar) for the Britannia. There can, indeed, be no valid reason why the boys should be made to live and sleep on board a frowsy old ship, while they can be located on shore in a healthy place with boats and training vessels at command. It should also be remembered that the present Captain was only appointed for one year."

THE new building which we see rising over the Government Pendals at the north end of the Esplanade of Bombay, just in front of the Free Church, is the Native General Hospital, towards the construction of which Mr. Gokuldass Tejpal has contributed one and a half lakhs of rupees. Government contributes the rest of the money required. It is to be a three-storied building, and the upper storey is now well advanced. The contract for the roofing has been given to Messrs. Nicol and Co., and it is expected that the building will be finished at the end of the present year. The design, in early English Gothic, is by Colonel Fuller, R.E., and is intended to afford accommodation to 88 male and 44 female patients. The building is faced with blue basalt coursed rubble; the columns and caps are Coorla and Porebunder stone. The estimated cost is Rs. 2,69,550, and the work is being carried out by petty contractors under departmental supervision.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE ALABAMA QUESTION.

LONDON, 31st JAN.

The *Times* is publishing daily articles on the Alabama Arbitration Question which it is believed are inspired by Government.

ALEXANDRIA, 31st JAN.

H. M. Troopship Jumna passed through the Suez Canal, homeward bound, from Bombay on the 29th inst.

THE BOMBAY MAIL.

ADEN, 1st FEBRUARY.

The Hindostan, with the outward Indian Mails, left here for Bombay at 4-15 P.M. this afternoon.

LONDON, 31st JANUARY, AFT.

The Liverpool Cotton Market to-day closed active and advancing.

Fair Dhollera, 8⅜d.
Exchange on India, 1s. 11¼d. to 1s. 11⅜d.
Consols, 92⅜.

(PRIVATE TELEGRAM.)

LONDON, 31st JAN., 11 A.M.

The Liverpool Cotton Market to-day opened advancing.

Opening Sales	20,000 bales.
Imports	12,000 ,,
Day's receipts at U. S. Ports	15,000 ,,

2 P.M.

The Liverpool Cotton market closed buoyant.

Sales	25,000 bales.
On Ex. and Spec.	15,000 ,,
Surats	12,000 ,,
Dhollerah	8¼ to 8⅜d.
Dharwar	8¼.
Broach	10¼d.
Oomra	8¾ to 8$\frac{13}{16}$d.
Oomra at Havre	99.
Fair New Oomra, at Havre, per sailing ship	107.50c.
Uplands	11¼d.
Orleans	11⅜d.
Oriental Bank shares	£46 10s.
Hongkong ,,	£46.
Chartered Mercantile shares	£25 10s. to £26.
Chartered Bank ,,	£15 to 16.

Indian Railway shares are also advancing, notwithstanding the depressed state of the stock market.

THE VICEROY'S TOUR.

(BY TELEGRAPH FROM OUR SPECIAL CORRESPONDENT.)

OUR Special Correspondent telegraphs from Rangoon on Wednesday afternoon:—

The Viceroy held a levée for European gentlemen yesterday, at which about 200 were presented.

The Chief Commissioner's ball in the evening was a brilliant affair, the assembly comprising all Rangoon, in addition to the Viceroy's party, and a number of officials, visitors from other provinces.

We leave Rangoon on Saturday morning and reach Moulmein for Sunday evening church. Then we start for the Andamans on the morning of 6th February, arriving on the afternoon of the 8th. Leave for False Point on the morning of the 10th, and reach that place on the night of the 13th. The Glasgow then returns to Trincomallee. The Viceroy and Lady Mayo and a few officials proceed to Cuttack by canal in the Nemesis and Dacca. Party will sail for Calcutta to arrive on the 14th. The Viceroy will return to Calcutta on the 19th in time for the State thanksgiving service at the Cathedral the next day.

THE PERSIAN FAMINE.

(BY INDIAN TELEGRAPH.)

CALCUTTA, 1st FEB., 5-4 P.M.

THE British Minister at Teheran has telegraphed as follows to the Viceroy:—Persian Relief Committee, formed by order of the Shah, venture to request your Excellency to have the kindness to cause publication to be made in the principal towns of India, that they have undertaken to afford relief to the poor of Persia without distinction of creed or nationality, and that they are at present supporting four thousand persons.

THE LOOSHAI EXPEDITION.

(BY INDIAN TELEGRAPH.)

CALCUTTA, 1st FEB., 5-10 P.M.

A telegram received from General Brownlow states that the child Mary Winchester, captured from Cachar last year by the Looshais, has been delivered to him. The child has been sent to the Commissioner of Chittagong.

MILITARY ITEMS.

MAJOR R. S. SIMONDS, Bengal Staff Corps, has been allowed furlough to the Cape of Good Hope and England for two years, on medical certificate, under the furlough regulations of 1868.

THE steamer Arcot arrived at Madras on Monday from Rangoon, and brought a guard and families of the 37th Regiment M. N. I., Grenadiers, consisting of 127 men, 528 women and 367 children. Other details from Rangoon and Bimlipatam, consisting of 39 men arrived by the same opportunity. The guard and families of the 37th Regiment M. N. I. landed in the afternoon, and proceeded to the lines at Vepery which were vacated by the Left Wing of the 35th Regiment M. N. I.—*Madras Times.*

THE Commander-in-Chief has been pleased to recommend Captain O'Connor, V. C., 23rd Royal Welsh Fusiliers, for promotion to a brevet majority. The gallant services of this officer in the Crimea and in India are well known. For his conduct at the Alma he was complimented on the field, and awarded the Victoria Cross, the latter honour being repeated for his behaviour at the attack on the Redan; thus he is the only officer in the Army who obtained the highest reward of the British soldier on two separate occasions. The case has remained so long in abeyance, in spite of the powerful recommendations which support it, that we can but hope that it will at last receive the attention it deserves at the War Office.—*Army and Navy Gazette*, Jan 6.

THE deaths which have occurred amongst the general officers on the Establishment have left three regimental Colonelcies—those of the King's Dragoon Guards, 9th Regiment, and 92nd Highlanders—at the disposal of the Field-Marshal Commanding-in-Chief. No steps have yet been taken for the bestowal of any of the appointments; but it would appear probable that all three will be filled direct from the Unattached List. With the exception of Sir John Scott, now at the head of his old corps, the 7th Hussars, who, we believe, passed a few months in the regiment we cannot call to mind any attached cavalryman who has seen service in the 1st Dragoon Guards. Having regard, therefore, to the step observed in filling recent rewards of the kind, Major-General Darby Griffiths seems to stand a fair chance of selection. With respect to the two infantry regiments, Major-Generals C. R. Scott and M. K. Atherley appear likely to be recognised. General Scott entered the service as early as January, 1812, and has consequently sixty years' service to recommend him. General Atherley obtained his ensigncy in 1823, and is an old Gordon Highlander, having served in the regiment from February, 1834, he commanded it from November, 1849; and subsequently held charge of a Brigade at Malta. Both General Scott and General Atherley are in receipt of rewards of £100 per annum for meritorious services.—*Ibid.*

THE following promotions will be made in the Army consequent upon the deaths of General Sir James Archibald Hope, G.C.B., Colonel of the 9th Regiment, which occurred at Balgowan House, Cheltenham, on the 30th ultimo, General Sir James Jackson, G.C.B., K.H., Colonel of the 1st Dragoon Guards, which took place at Westwood, Manchester, on the 31st ultimo; and Lieutenant-General John Campbell, Colonel of the 92nd Highlanders, which occurred at Sipson-terrace, on the 28th ultimo, viz., in succession to Lieutenant-General Campbell, dated December 29, 1871, Major-General Sir John Garvock, K. C.B., Colonel of the 89th Regiment, to be Lieutenant-General; Colonel J. W. Armstrong, C.B., half pay, late of a Depot Battalion, Deputy Adjutant-General at head quarters, to be Major-General; Major R. W. Brooke, half pay, late 60th Rifles; Major F. W. Gregory, half pay, late 44th Regiment; Major R. C. Whitehead, 58th Regiment; Captain and Brevet-Major J. B. Prynne, Royal Marine Light Infantry; Major F. R. C. Grant, half pay, late 5th Lancers; Major H. F. Brooke, 109th Regiment; Captain and Brevet-Major J. H. M. S. Stewart, Royal Engineers; and Captain and Brevet-Major H. J. F. E. Hickes, 14th Brigade, Royal Artillery, to be Lieutenant-Colonels; and Captain G. K. Taylor, 7th Brigade, Royal Artillery, to be Major. In succession to Sir James Hope, dated December 31, 1871, Lieutenant-General H. D. Townshend, Colonel of the 25th Regiment, to be General; Major-General Sir William Jones, K.C.B., Colonel of the 32nd Light Infantry, to be Lieutenant-General; Colonel T. S. Conway, C.B., half pay, late Grenadier Guards, to be Major-General; Captain and Brevet-Major W. W. Lynch, 2nd Queen's, Assistant Military Secretary to Major-General W. Munro, C.B., commanding at Jamaica, to be Lieutenant-Colonel; and Captain R. Oldfield, Depot Brigade Royal Artillery, to be Major. In succession to Sir James Jackson, dated January 1, 1872; Lieutenant-General T. Wood, Colonel of the 84th Regiment, to be General; Major-General the Hon. A. H. Gordon, C.B., commanding at Colchester, to be Lieutenant General; Major and Brevet-Colonel Lord Alfred Paget, unattached, Chief Equerry and Clark-Marshal to the Queen, to be Major-General; Major C. H. T. B. de Ruvignes, half pay, late Gold Coast Artillery Corps; and Captains and Brevet Majors G. Longley, half-pay, late Royal Engineers; H. T. Arbuthnot, and W. Stirling, Royal Artillery, to be Lieutenant-Colonels; and Captain J. A. Brockman, half pay, late 6th Regiment, Staff Officer of Pensioners at Manchester, to be Major in the Army.—*Ibid.*

THE CAMP OF EXERCISE.

(FROM OUR OWN CORRESPONDENT.)

CAMP, NEAR KOOTUB, 27th JANUARY.

TO-DAY we have had our last military display. The following Camp General Order was published yesterday:—

"The whole force in Camp will parade for field manœuvres at 10 o'clock to-morrow morning.

"A skeleton enemy of 1st Bengal Cavalry, 109th Foot, 1 gun R.H.A., and 3 field guns under command of Major General McMurdo, C.B., will take up a position between Mahsudpore and Mullickpore, facing the south. This force will be divided so as to represent 24 guns, 15 squadrons, and 12 battalions.—each gun will be considered equivalent to a battery. Six or more sowars in single rank with a trumpeter, and non-commissioned officer, or officers, will be considered a squadron, and the 109th Foot, divided into 12 sections, will represent the required number of battalions.

"The attacking force will be divided into two infantry divisions, each having two field batteries and two squadrons of cavalry attached to it; and a cavalry division under command of Major-General Huyshe.

"The whole under command of Major-General Travers, V.C.

"This force will be drawn up, facing the enemy's position in the following order—

1st Infantry Division } 50 paces { 2nd Infantry Division.
Two Squadrons in rear } interval { Two Squadrons in rear
Cavalry Division.—In contiguous column of Brigades in mass.
Horse Artillery.—Batteries in rear.

"The Cavalry Division will be divided into three Brigades in the manner considered most convenient by the Major General Commanding.

"The force will move to the attack under the direct orders of the Commander-in-Chief."

The *skeleton* stole away in the early morning as if returning to the silent tomb!

Some are born great, others achieve greatness, and others have it thrust upon them, in which latter category the non-commissioned officers of the skeleton army may be classed, for a section being considered as equivalent to a battalion, it was necessary to address the Commander of more than one section as "Sergeant *and Acting Brigadier Aitkins*"!

However, the phantoms did very well. They took up a mighty strong position, and all the King's horses and all the King's men found it no easy matter to dislodge them.

Our late tactics having been invariably based on the turning a flank principle, the Commander-in-Chief was anxious to illustrate the power a superior force can bring to bear by the concentration of Artillery fire, and an advance in force straight on to a position. It was as well that we should not break up without having one extended experiment of the kind, in order that we might not forget we were Britons, and our time-honored style of fighting in ramming our old heads straight against stone walls, which has made our name in byegone days, chiefly, as I believe the most astute authors of military subjects can clearly prove, because we never knew when we were beaten. If ignorance is bliss, as Mr. Jerrocks says, "then how 'appy we must be"!

However, the old British system of hitting out straight from the shoulder was very fairly illustrated to-day.

The attacking army was formed according to the above quoted General Order, and the 11th Hussars were sent ahead to cover the whole advance, extending over three miles of front, with scouts and reconnaisances in all directions to discover the position of the enemy.

This duty, at which they are *nulli secundi*, was splendidly done. They discovered the position of the *attenuated* people opposed to us, and sent in intelligence of their whereabouts. The attack advanced in order of battle, and was handled in quite a masterly manner, the Commander-in-Chief taking the chief command, with General Travers commanding the Infantry, and General Huyshe the Cavalry. The latter, after assembling as a Division, was soon broken up into Brigades, the greater part being in two lines on the right, while the second Brigade swept forward and captured the Band and signallers of the defence. There was a good deal of powder burnt, and if one bullet in a hundred found its billet there would have been many "wigs on the green" in real operation.

About 4 o'clock we shook hands with the skeletons and joined to go through that intellectual pastime—a march past.

The King of Siam stood on the Chief's right hand, mounted on a grey Arab, and saw as fine a body of men go by as he is ever likely to see again. His appearance, and that of his followers, has doubtless been described to you, but I will risk a repetition by telling you that His Majesty is apparently about 19 years of age, has got jet black teeth, a slight smart figure, and a face like a rather fair-complexioned Goorkha. His followers are ditto repeated, barring their figures, which are rather uncertain. Their costume is slightly peculiar—a black jockey cap, apparently made of beaver or silk, a black frock coat, bluish baggy articles as far as the knee, and long grey stockings and English shoes. I wonder, how far they would get down Piccadilly in this turn-out! The Metropolitan cad would lead them a rough time of it.

The march past of the troops was excellent. They have had no practise at this sort of thing for a month, and have been through loose work, which your barrack yard tactician looks on as enough to make men forget all they ever knew; yet to-day they passed in review in a style that was a perfect picture, which only proves what a lot of good time is wasted by breaking men's hearts on Regimental Parade grounds, going round and round the eternal and infernal square, till the tip of every man's nose is in line, and lowering the sentient officer and soldier in his own estimation till he can get himself to fully realize that he is only a bit of mechanism, not a man.

To-morrow we return to our standing camps, and though all have taken to the roughing most kindly, yet few will be sorry to be able to sit down to a well-appointed table again, instead of struggling through one's meals by the light of a lantern on a lot of little bits of table put together. However, appetite being the best of relishes, the rough-and-tumble meals are thoroughly enjoyed, and when all have gorged, chairs are drawn round an immense fire, and everybody proceeds to make himself comfortable with a warm coat outside him, and something else warm to put inside, songs go round, and everybody's health is drunk. Men's games come off near the 1st Division Camp on Tuesday, after which all breaks up, and the Commander-in-Chief goes to inspect Puchmurry, Colonel Baigree's sanitarium in Central India.

THE LOOSHAI EXPEDITION.

THE following intelligence has reached Government from General Nuthall, from Munnipoor, through Cachar, 25th January:—207 captives, subjects of Munnipoor, favoured by our position, escaped from Looshais and arrived in our camp yesterday evening, escorted by a force sent to their assistance in the morning. There are 56 men, 52 women, and 99 children—some had been in captivity over thirty years. Not heard from General Bourchier since the 19th ultimo. Dated 11th January 1872.

THE following telegram has been received from General Bourchier to Government, dated 17th January:—"January 26th.—Marched on the 24th instant about five miles, as I reported in my telegram of that date, we should do, and encamped on the banks of a stream at an elevation of 3,000 feet. In the afternoon, reconnoitred some miles onwards in the direction of Poiboy's villages. Heard gongs and saw several granaries. Yesterday we continued our march, about a mile from camp. Poiboy's and Lalboorah's men attacked us in great force. The ground was very precipitous and rocky, forest very dense. The troops behaved nobly. The 44th closed with the enemy and drove them before them, killing twelve on one spot alone. The enemy's loss must have been very heavy as they left thirteen bodies on the field and were seen carrying away others. We followed them up to the village of Koongnoon, situated in latitude 23 degrees 55 minutes, and longitude 23 degrees 17 minutes 45 seconds. Elevation 5,500 feet. The road up the mountain was strongly stockaded in several places, but the enemy could not stand our steady and rapid advance. We now occupy the village. The baggage arrived in camp before dark, but the Artillery elephants could not be brought over a very difficult part of the road until this morning. We shall make all the use we can of the grain, and will halt here a few days and bring up supplies and troops. Our casualties are two of the Peshawur Mountain Battery severely wounded, three of the 44th killed and one very severely wounded, one police severely wounded, one coolie killed, and three wounded. I am wounded in the left arm and hand, but not disabled. All are in good spirits. The Lushais from Kolel and Chipooee and who have accompanied us hitherto, are still in Camp, and orders have been sent to the rear not to molest any of the villages so long as the people remain friendly."

ARRIVAL OF THE ENGLISH MAIL OF 12th JANUARY.

THE P. & O. Co.'s s.s. Khedive, Captain J. D. Steward, arrived in harbour at ten o'clock yesterday morning, with the English mail of the 12th ult. on board. The Khedive sailed from Suez on the 19th, arrived at Aden on the 25th, and resumed her voyage on the same day at eight o'clock in the evening. She brings the following passengers:—

FROM SOUTHAMPTON.

Mr. H. G. Brown.	Colonel Cookson.
Mr. S. Platt.	Captain Beyn n.
Mr. W. Platt.	Captain Brownlow.
Mr. S. Shaw.	Miss A. Davison.
Mr. W. Floyd.	Mrs. M. Philipps.
Mr. Routh.	Mr. and Mrs. A. Hay.
Mr. Pearce.	Miss Jolly.
Mr. and Mrs. Blake.	One native.

FROM BRINDISI.

Mr. and Mrs. Barston.	Mr. McIlwraith.
Mrs. Haggard & 2 Misses Haggard.	Mr. J. Smith.
Major and Mrs. Mackenzie.	Mr. H. W. Jones.
Captain D. Robertson.	Mr. A. E. Peile.
Mrs. H. Taylor, Miss Taylor, and European Female servant.	Dr. Gordon Asher.
	Mr. A. G. Mullins.
	Mr. Kittridge.
Miss Cumberlege.	Mr. W. E. Ayrton.
Mr. and Miss Hawthorn.	Mr. H. Dauvergne.
Mr. H. Herbert.	Mr. Neroutso.
	Mr. J. Money, C.S.I.

FROM SUEZ.

Mr. A. Burckhardt.	Mr. F. C. Thurm.
Mr. E. Brotsknoider.	Mr. J. Graham.

FROM MELBOURNE.—Mr. Perrin.

FROM ADEN.

Capt. and Mrs. Phelpes, infant, European female servant and four native servants	Mrs. Succojee. Fifteen natives.

WEEKLY LONDON LETTER.

[SPECIAL FOR THE "BOMBAY GAZETTE."]

LONDON, 12th JANUARY.

THE Board of Trade returns for the month of December and the year 1871 were issued on Tuesday. They show a change for the worse so far as the month is concerned, the export of British and Irish produce having considerably fallen off as compared with the corresponding month in 1870—a very different result from the large and sustained increase which nearly every previous month has revealed. The total declared value of these exports for the month was £16,965,293, as compared with £17,178,058 in December 1870, and £15,594,978 in December 1869. For the year the total is £219,319,071 in 1871, against £199,586,822 in 1870, and £189,953,957 in 1869. The decrease for the month is mainly in cotton manufactures, the declared value of which exported in December was £4,507,531 against £4,899,902 in December 1870; but for this item there would have been an increase, though nothing like that reported every month for the last six. The changes affecting Bombay are the following:—The export of cotton yarn for the month to Bombay was 353,310 lbs. against 474,000 lbs. in December 1870, while the quantity for the year was 4,056,090 lbs. against 4,848,899 lbs. in 1870, and 3,619,023 lbs. in 1869. The quantity of piece goods of all kinds exported to Bombay for the month was 25,463,420 yards against 15,804,835 yards in December 1870, and 10,592,661 yards in December 1869; the proportion for the year was 205,758,581 yards last year, against 132,850,601 yards in 1870, and 144,796,752 yards in 1869. As regards the imports for the month there is a considerable falling off under several heads, cotton included, but the figures are worthless for purposes of comparison, a footnote appended to the return stating that the quantities given in previous returns for December were artificially smaller by amounts that had been carried over from previous months unregistered. Thus the present return shews strictly the legitimate trade of the month, and that only. The actual import of cotton without reference to previous years is given as 1,302,051 cwts. for the month, of which 148,193 cwts. were from British India. For the year the quantity is stated to have been 15,843,890 cwts., of which 3,818,630 cwts. were from British India; 9,317,368 cwts. from the United States,—1,517,178 cwts. from Egypt, and 773,606 cwts from Brazil.

The acceleration of the Indian mail by the new route through the Mont Cenis tunnel has given great satisfaction here. A telegram from Rome on Monday last told us that the mail had arrived at Brindisi that morning, having accomplished the journey in twenty four hours less than by the old route. We believe here that the speed may be yet further improved, when the arrangements of the French and Italian railways are developed with a view to the assistance of trade rather than the satisfaction of local or national grudges. No doubt, whatever their jealousy may now be at the spectacle of Marseilles being eclipsed by Brindisi, the French will by and bye see that the passage of the Indian mails through their territory is an advantage well worth retaining; for, after all, if they manage properly, it is they who should chiefly profit by the circumstance that France lies directly in the main track between England and Italy *via* the tunnel.

An official statement has been issued by the Post Office authorities shewing the progress made in the Telegraph business of the United Kingdom since the lines were taken over by the Government. From this it appears, that while the total number of messages forwarded in the financial year ending 31st March 1871 was 9,850,177, the number in the first nine months of the current financial year was 9,308,405, making, if we estimate the quarter just commenced to yield the same proportion as the others, 12,410,726 for the present year—an increase of more than 25 per cent. Before the transfer of the Telegraphs to Government, Mr. Scudamore anticipated a total of 11,000,000 messages per annum, so that his reckoning has already been largely exceeded. Next year, he now says, we shall have 15,000,000 messages, and there is little doubt that this estimate is on the safe side. The number of postal and railway Telegraph offices taken over when the Post Office commenced operations on the 5th February 1870 was 2,932, and on the 31st December last it was 5,098; the increase in the postal offices being 2,233 (against a slight decrease in the railway offices), which is made up as follows: London district, 184; West of England and Wales, 1,374; Scotland, 236; and Ireland, 339. The amount which the Telegraph Department contributes to the revenue is, of course, greatly on the increase, and the event will show that the purchase of the wires by the State was one of the best bargains ever made. But the first effect of the publication of such statistics as those I have quoted will be to strengthen inconceivably the demand for a general reduction in the rate to six pence—a demand already heard through Chambers of Commerce, and that will be next Session pressed with great force on the Chancellor of the Exchequer.

The political event of the week—I dare say it will prove the event of the year—is a speech by Lord Derby at the meeting of the Working Men's Conservative Association in Liverpool. It has created a very strong, and, I am bound to add, a very favourable sensation among the general public. It has done so, although (or shall I say, because,) it is Conservative in the best sense of the word—Conservative of our leading institutions against revolutionary movements; of our national independence against the encroachments of Ultramontanism or Irish agitators for disintegration; and of the laws of common sense against the silly theories of a shallow yet mischievous Socialism. But this is not the only reason why the speech has created such a sensation. It is notable, because it for the first time distinctly commits Lord Derby to the side of the Conservatives as a party. Although, during the lifetime of his father he acted with them and held office, he was always considered too Liberal for Toryism, and it was supposed that once emancipated from the burden of a homage to parental scruples he would join the moderate Liberals. But the accession to the peerage seems to have rather strengthened his Conservative leanings, and the speech at Liverpool brings that out very strong. It does even more; it embodies the language of a man who leads a party and advises them how to act; it is a manifesto addressed to the entire body of Conservatives, as if there were no such person as Mr. Disraeli in existence.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

Thus the Government have now to face in Lord Derby, not, as they once fondly hoped, a calm and passionless neutral, but a declared foe, incomparably more formidable, in my opinion, than was his late father. Lord Derby is not rash, hasty, dangerously brilliant; he is deliberate, careful, judicious, and he is eminently safe. I do not know a public man of high standing who so exactly typifies and represents the average good sense of the English people, their practical way of looking at things, their dislike of incalculable changes, their distrust of flash remedies for every human ill. But if Mr. Gladstone is somewhat staggered by the strong opinions which Lord Derby now expresses, he has only himself to thank for it. It is he who has given the Lancashire peer an opportunity which the clear judgment of the latter promptly seized, to put Conservatism in the most attractive possible aspect before the country. Mr. Gladstone has done a great deal, not to make Liberalism unpopular, but to put his own Government out of favour. As I pointed out in previous letters, the noisy crusade against the House of Lords and the far weaker and more dishonest outcry against the Monarchy, the dangerous concessions made in matters of foreign policy, the hesitating tone with which Irish questions have been discussed, and the numerous administrative blunders committed, have alienated many Liberals from the party, and created in a vast mass of the middle classes, who favour social but not organic reforms, an invincible desire for a vigorous constitutional and patriotic Government, which will advance with the age, though within the safe lines of the Constitution, and will above all things maintain the integrity and prestige of the Empire. Lord Derby puts forth a programme which exactly hits that prevailing sentiment. If he were a Conservative of the old type, his declarations would be received with distrust, but Liberals cannot forget that he was once asked by Lord Palmerston to take office under him, and they will never look upon Lord Derby as a Tory. What then will his Lordship do? He will put his foot down against the Home Rule movement in Ireland as well as against any proposal to govern Ireland through the priests; he will insist upon commonplace and commonsense Budgets, and upon free trade in liquor as the cure for the Licensing problem; he will accept the Ballot and will support the reform of the House of Lords by the creation of Life Peerages; he will go in for purity and energy of administration, and will oppose all fanciful projects for aiding one class—the artizan—at the expense of the rest of the community. With all this he speaks with a half-contemptuous, half-patronising tone of the present Government, which shews his full assurance that it has lost ground in the country and that its party in the House of Commons is a mere rope of sand. Nevertheless, popular as this speech of Lord Derby's undoubtedly is, I believe Mr Gladstone would even now take the wind out of his opponent's sails if he would only use decided language on certain topics, in handling which true Liberalism would ask him to take the same course that Lord Derby recommends—for instance, resisting the demands of the Irish priesthood in the matter of education.

Sir John Pakington has also made a cock-a-doodle-doo speech at Rochdale, saying ditto to Lord Derby. The next political events are the aggregate Roman Catholic meeting next week in Dublin, and speeches by Mr. Horsman and Mr. Roebuck. Lord Derby and Sir J. Pakington avoided direct reference to the Geneva arbitration business, a reticence in which I am sorry to see they are not imitated by politicians of lesser mark. Lord Henry Scott, addressing his constituents down in Hampshire this week, alluded to the matter, and spoke of the possibility of our having to pay £200,000,000 as something in which he could not believe. Since he could not believe it, I wish his Lordship had possessed brains enough to say nothing about it. To me it appears a positive humiliation that we should have even to discuss such a point. Yet really, to judge from the tone of some organs in the press here, one would fancy that a diplomatic defeat involving heavy material loss is not only anticipated, but desired. I allude mainly to the *Times* and the *Spectator*. The latter almost exults in the prospect of our getting the worse of it, and the former writes in a tone of quavering apprehension which would be ludicrous if the results were not so mischievous. One would really fancy that a judicial infatuation had seized upon our public men. If the independent arbitrators at Geneva are accessible to external influences at all—and who is not?—they cannot but find an invitation to give a decision against us in the tone of conscious guilt and apologetic deference which runs through so many of our official and officious utterances.

It is announced that the King of Prussia has now had the full statements of the English and American Governments presented to him in connection with the San Juan dispute, and that he only awaits a reply from the English Government, which must be sent in some time between this and the middle of next June. This delay is only a matter of form. I believe that His Majesty's mind—if such a term can be applied to the proportion of brains at King William's disposal—is already made up; and I have no doubt the judgment will be against England. In fact, nobody would be more disappointed than our present patriotic Ministers if anything else were to happen. They arranged—so far as they dared—for an unconditional capitulation on every point at issue.

The Prince of Wales is now so well that only weekly bulletins will henceforth be issued, and I believe he will soon take the air outside his house. The Duke of Edinburgh is in London, sight-seeing and otherwise enjoying himself. On Tuesday night last he visited the premises of the *Daily Telegraph* to see the enormous printing machines at work. His Royal Highness accepted a cigar from the genial editor of that paper, and likewise, I believe, something to drink, which might have been champagne but was more probably soda and brandy. Among his attendants were Lord Alfred Paget and the Hon. Elliot Yorke; but in addition to the regular suite was no less a person than Mr. J. T. Mackenzie—of whom I have more than once written, and who now calls himself Mackenzie of Kintail. How on earth he has managed to ingratiate himself with the Duke I do not know, but I believe he is a member of the Marlborough Club, at which the Duke of Edinburgh and the Prince of Wales have occasionally played whist, and I daresay Mackenzie would lose money in such company with a good grace.

Business is still active; large dividends are being declared by all sorts of companies; banks, railway, insurance, discount,—from which it may be assumed that trade has during the last six months been not only exceptionally brisk but unusually lucrative. Money also is easy, although the commencement of a series of fresh payments by France to Germany is to begin at the end of next week, and some apprehension exists as to how far that will affect us. I am told that there is at this moment in the City seven millions sterling of French money and at least five millions more of German—all of which may be at once demanded by the respective Governments.

A statement of the import and export of bullion into and from London during the last six months of 1871 has been issued this afternoon by Pixley, Abell, Langley, and Blake. It shows that the total import was £39,858,726, of which £22,874,346 was gold and £16 984,380 silver, against a total of £29,286,905 in the second half of 1870. On the other hand, the export was £39,657,977, against only £20,966,681 in the corresponding half of 1870. These exceptionally large totals are solely caused by the movements in connection with the payment of the indemnity by France. The figures referring to Bombay are—import from £82,000 in gold against £345,430 gold, and £639,700 silver in the last half of 1870; export to £392,910 gold and £1,522,700 silver, against £5,600 gold in the last six months of 1870. I believe these figures are about as correct as in the nature of things they can be, but, nevertheless, they should be received with allowances.

There has again been great excitement in the Liverpool Cotton Market, and the sales have been very heavy, numbering 186,000 bales. One cause which helps to explain the active demand and the advance in price, in addition to the home enquiry, which, as I have often pointed out, could not fail to be large, is the increased supplies wanted for France by way of anticipating the import duty on raw materials of manufacture. Long as this has been threatened the Assembly has not even yet got so far as the formal discussion of the proposal. The Government it is now said will ask the imposition of a 16 per cent. duty on cotton and other products, but there is no likelihood of the Assembly voting this, and the uncertainty encourages free imports by the northern manufacturers.

THE FIFTEEN LAKH LOAN BILL.

The following is the Report of the Select Committee appointed to consider the Bill to secure the payment to Government of certain additional sums of money by the Corporation of the Justices of the Peace for the City of Bombay:—

The Select Committee appointed to consider Bill No. 2 of 1872 approve of the principle of the Bill with the exception of Section VI., but under the circumstances as stated by the Honorable Mover when the Bill was introduced into Council, are opinion that no option is left but to allow this particular Section to form part of the Bill.

They do not recommend any change in the wording of the Bill.

(Signed) H. P. St. G. Tucker.
Mungouldas Nuthoobhoy.
M. K. Kennedy.
Jamsetjee Jejeebhoy.
E. W. Ravenscroft.

BOMBAY.

The Criminal Sessions.—The first Criminal Sessions for this year opens to-day at eleven o'clock, the Hon. Sir Charles Sargent presiding.

The Deputy Magistrate of Sattara.—Mr. J. Hearn, the Deputy Magistrate of Sattara, has been allowed privilege leave of absence for one month.

The "Gujerat Mitra" Libel Case.—We learn from a private telegram that the judgment in this case will be given by the Full power Magistrate of Surat on Monday next.

Pick-pocket.—Emam Khan Mahomed Khan, a vagrant, was sentenced by the Senior Magistrate yesterday to receive twelve stripes for stealing from the pocket of one Narayen Mungesh a handkerchief, containing Rs. 2-1.

Theft of Ornaments.—A Mahomedan named Abdool Rymon Ramzan was yesterday convicted by the Senior Magistrate for stealing four silver bangles, &c., belonging to one Gunnoo Goonarum, and was sentenced to receive ten stripes.

Criminal Misappropriation.—At the Fort Police Court yesterday, before the Senior Magistrate, Essajee Abdool, a boatman, was sentenced to seven days' rigorous imprisonment, for fraudulently misapplying in breach of trust Rs. 1-8, the property of Mr. W. Kerner.

The Political Secretary to Government.—As we stated the other day Mr. W. Wedderburn, of the Bombay Civil Service, Acting Secretary to Government in the Political, Judicial, and Educational Departments, has been allowed furlough to Europe for two years.

Vagrancy Act.—Richard Green, a European, was charged before Mr. Connon yesterday with being a vagrant and wandering about without any visible means of subsistence. He was ordered to be sent to the Government Work-house attached to the House of Correction.

Fire.—At about 7 o'clock on Wednesday evening a fire broke out in a dyer's shed at Dewree. A quantity of cloth was said to have been stowed in the shed for the purpose of dyeing. The shed was completely destroyed. The damage done to the property is estimated at about Rs. 3,750. The origin of the fire is not known.

High School at Tanna.—A Tanna paper points out the great desirability of having a High School at Tanna, and asks the Municipality of that town to contribute towards its expense, if the Educational authorities insists on making such a contribution an indispensable condition of establishing a High School there.

Statement of Silver Balance in the Mint.—Value of silver in the Mint on the morning of the 22nd January 1872, Rs. 1,09,93,242. Add silver received during the week, Rs. 19,67,046—total, Rs. 1,29,60,288. There are in addition 32,22,105 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

Court of Petty Sessions.—The sitting of the Court of Petty Sessions, which was adjourned till yesterday for the hearing of the appeal preferred by the B. B and C. I Railway Company against the Municipal Commissioner for over-assessment of the Company's properties for the present year, has been further adjourned, at the request of the respective advocates of the parties till Thursday, the 15th instant.

Aggravated Assault.—Yesterday in the Fort Police Court, before Mr. Nana Morojee, Ahmed Ebin Naffa, a labourer, was charged with committing an aggravated assault against the person of one Hajee Ahmed bin Mahomed, a seafaring man, by striking him with a stick while he was standing near the Green Market. Prisoner was adjudged guilty and sentenced to undergo four months' rigorous imprisonment.

The Homejee Cursetjee Prize.—The subject for the prize this year is "The Suez Canal." It is open to competition to matriculated students of the Bombay University of not more than four years' standing. The prize consists of books of the value of Rs. 200. The competitive poems are to be written in the heroic metre or in the Spenserian stanza, and are not to exceed 150 lines in length. The poems are to be sent to the Registrar on or before the second Saturday in June next.

Remarkable Carriage Accident.—On Wednesday evening, while Dr. Dallas was going towards Malabar Hill in his brougham, the horse took fright and jumped over the low stone wall on the left side of the road going up the hill. The horse hung on one side of the wall and the carriage on the other, and before matters could be righted the shafts and trusses had to be cut, and the horse allowed to drop. Dr. Dallas was fortunately not hurt, but the horse was much injured. The carriage also was injured.

Death of Mr. Sadasive Putlajee.—We regret to record the death of Mr. Sadasive Putlajee, aged 85 years, lately head clerk in the General Pay Office, where he served 35 years. He was for the last ten years a pensioner. He died yesterday at 9 a.m. at his residence at Old Sonapore Street. He was a relative and intimate friend of the late Hon. Juggonnath Sunkersett, and widely known by Europeans and the native community, who will regret to hear of his death. His funeral was largely attended.

We regret to hear that small-pox to a great extent is prevalent in the city of Poona, as well as in Jooneir talooka.—*Poona Observer*.

R. H Pinhey, Esquire, the Judge of Poona, has ordered the office of the Duftar to be removed to Sungum from the Bhoodwar palace. This change is made in consequence of the Vinchoorkur's clock requiring to be fixed.—*Ibid*.

Mortuary Returns.—The total number of deaths registered during the week ending Tuesday, 30th January, was 390, being 1 less than in the preceding week, 10 more than the total of the week ending 31st January 1871, and 47 more than the mean of the corresponding period in the previous five years. During the week, 232 births were reported in the different districts of the city.

Section or Sub-Section.	Population by Census of 1864.	Small-pox.	Fever.	Cholera.	Nervous System.	Respiratory System.	Digestive System.	Accident & Violence.	Total (including diseases not specified here.)	Total reported births in the week exclusive of still-born.
Colaba	19,161	...	3	...	...	...	1	...	5	9
Fort, Southern	2,455	...	...	...	...	...	...	...	...	1
Fort, Northern	39,258	...	3	...	1	...	1	...	10	15
Esplanade	7,869	...	...	...	...	...	...	...	...	2
Market	75,402	...	8	...	1	...	5	...	19	19
Mandwee	41,152	2	15	...	2	...	1	...	23	10
Chuckla	41,442	1	17	...	1	4	...	...	32	6
Oomburkharee	63,020	4	11	...	3	4	3	4	39	18
Dongree	60,259	...	10	...	1	2	1	...	15	10
Dhobeetalao	71,795	1	5	...	1	1	1	...	14	19
Phunnswaree	22,529	...	2	...	2	...	1	...	7	9
Bhooleshwur	50,282	2	16	...	4	...	1	...	27	11
Kharatalao	23,454	1	10	...	2	4	1	...	25	10
Koombarwara	23,085	1	6	...	3	1	2	...	17	9
Khetwaree	29,177	1	10	...	1	2	2	1	19	5
Girgaum	21,505	...	1	...	1	...	...	...	4	5
Chaopatee	6,184	...	1	1	...	...	1	...	4	3
Walkeshwur	10,094	...	2	...	1	...	1	...	8	3
Mahaluxmee	9,144	...	1	...	1	...	...	...	3	5
Mazagon	21,784	...	5	...	2	1	...	...	10	10
Tarwaree	9,462	1	2	...	...	3	1	...	8	1
Kamatheepoora	81,675	6	16	...	3	9	1	1	49	28
Parel	7,002	...	2	...	...	1	1	...	5	8
Seoree	5,042	1	1	...	1	...	...	...	3	2
Seo	12,078	...	1	...	...	1	1	...	5	6
Mahim	19,459	...	4	...	...	4	...	1	11	3
Worlee	10,211	...	3	...	...	1	...	...	4	5
Harbour	32,582	...	1	...	...	...	...	...	1	...
Non-Resident and Unknown	...	...	3	...	3	...	9	...	23	...
Bombay	816,562	21	159	1	34	38	35	7	390	232
Mean of the corresponding weeks in the preceding 5 years.		13	125	14	35	44	49	6	343	121

The following statement shows the number of deaths in the different races or castes:—

Race or Caste.	Small-pox.	Fever.	Cholera.	Nerv. System.	Res. System.	Digs. System.	Accidents and Violence.	Total (inc. dis. not specified here).	Total Reported Births exof Still-born.
Boodhist—Jain, &c	...	14	...	1	...	...	...	19	11
Brahmin	...	3	...	1	...	...	...	5	7
Lingaet	...	1	...	...	...	...	...	1	2
Bhatia	...	3	...	...	...	1	...	6	1
Hindoo of other Caste.	11	77	1	19	15	17	3	166	109
Hindoo out-caste	1	9	...	1	1	1	...	16	16
Mussulman	7	39	...	7	17	7	4	120	39
Parsee	1	5	...	2	2	5	...	27	25
Jew	...	...	...	...	1	...	...	1	1
Native-Christian	1	7	...	2	2	1	...	21	13
Indo-European	...	...	...	...	...	...	...	...	2
European	...	1	...	1	...	2	...	5	6
Negro-African	...	...	...	...	...	...	...	...	...
Chinese	...	...	...	...	...	1	...	1	...
Unknown Races	...	...	...	...	...	...	...	2	...
Total...	21	159	1	34	38	35	7	390	232
Corresponding week 1871	21	119	13	38	52	59	5	380	271

HIGH COURT.—2nd February.

(Before the Hon. Mr. Justice Bayley.)

FOR JUDGMENT.

182-71—Manisty and Fletcher—The Asiatic Banking Corporation v. Lalbhoy Purbhoodas—C. Tyabjee.

LONG CAUSE.

218-71—C. Tyabjee—Shujaw-oden Tyabjee and others v. The Commercial Bank Corporation—Craigie, Lynch, and Owen—Part-heard.

MOTION.

430-69—Hearn, Cleveland, and Peile—Burjorjee Jamsetjee v. Dorabjee Framjee—Rimington, Hore, and Langley—Part-heard.

LONG CAUSES.

516-70—C. Tyabjee—D'ogo Antonio Rodrigues v. Ardaseer Chinoy—Hearn, Cleveland and Peile.

315-70—J. Cleary—Fatmabeebee and another v. Sha Vundravandass Vizlall—G. J. Mody—Part-heard.

696-70—C. Tyabjee—Ally Ebrahim v. Bhowan Ramjee—Macfarlane and Skipsey.

44-71—Macfarlane and Skipsey—Hajee Esmail Hajee Habib v. Bhimjee Purshotum and others—Manisty and Fletcher.

(Before the Hon. the Chief Justice.)

Equity and Ecclesiastical motions.

SHIPPING ITEMS.

The s.s. Nebraska, Captain Guard, from Bombay to Liverpool, entered the Suez Canal on the 31st Jan.

The ship Queen of the Lakes, of and from Greenock for Bombay (coals), put into Queenstown on the 8th inst. with rudder damaged, sails split, and making some water.

The ship Simla, 1,067 tons, Captain A. F. Salter, arrived yesterday from Liverpool, September 21st, with a cargo of 1,518 tons of coals. The vessel is consigned to the captain.

The new steamer company, the Italian Lloyds, inaugurate their service between Italy and India, via the Suez Canal, by the despatch of the steamer Livorno from Genoa to Calcutta.

A Life Buoy drove on shore at Seaton, South Devon, 6th inst., marked "City of Seringapatam—Glasgow." Another similarly marked is reported from Weymouth as having been picked up at Langton.

The s. s. Burmah, Captain J. C. Sharp, arrived yesterday from Calcutta, January 9th, with a general cargo and the following passengers:—Mr Willoughby, Mr. Lewis, Mr. Galt, Mr. Baudry, Mr. DeSilva, and 56 deck passengers.

A Collision in Madras Roads.—On Sunday last, at about a little after one o'clock in the afternoon, the barque Garland, while starting for Coconada ran against the ship Carnatic. Both vessels suffered damage by the collision, but not to any serious extent.

The barque Duiveland, Captain Graves, which arrived at New York, Dec. 25, from Bombay, leaky (as reported by cable,) had struck on Cape Cod during the night of Dec. 22, but came off without assistance, in a leaky condition; her pumps were still at work on the 27th.

The s. s. Persia, 765 tons, Captain Merillo, sailed yesterday for Genoa, &c., via the Suez Canal, with a cargo of 3,597 bales of cotton, 20½ cwts. of coffee, 93¾ cwts. of coir yarn, 135½ cwts. of other seeds, 58 cwts. of gum, and the passengers whose names appeared in our yesterday's issue.

The following Canal steamers from England to Bombay have left Suez:—Royal Standard, 27th Jan; Hulton, for Aden and Bombay, 25th; Orlando, 27th; Peshawur, P. & O. Co.'s new steamer, 27th, 14 days from Southampton. The steamer Derby left Aden for Bombay in ballast on 29th ult.

Coringa.—The magistrates at Weymouth granted on the 9th inst. a survey, by Board of Trade surveyors of the ship Coringa, Sunderland to Bombay. Since her arrival in Portland Roads portions of two former crews had been sent to goal for refusal of duty, &c., and a third crew shipped had also declined to proceed in the vessel, and were to go before the magistrates.—*Lloyds' List*.

By the Cape mail, which arrived at Southampton 6th Jan., we learn that Her Majesty's ship Forte, 60 officers and 519 men, including ship's company from Her Majesty's steamer Dryad, from Trincomalee Oct. 9, and Mauritius 31st, put into Simon's Bay for supplies on Nov. 20, and left for England Dec. 4. It is anticipated that the detached squadron, under the command of Rear-Admiral Seymour, C.B., will reach the Cape of Good Hope towards the end of February, and Bombay towards the end of April. Letters for the squadron should be sent as follows:—To the Cape of Good Hope by packet leaving Southampton on the 25th of January; and Bombay by packet from Southampton leaving each Thursday, from the 1st of March to the 4th of April.—*United Service Gazette*.

THE WRECK OF THE SHIP DEFIANCE FROM BOMBAY TO LIVERPOOL.

On Oct. 23, and five following days, a Court of Inquiry was held at Durban, Natal, to investigate the circumstances of the loss of the ship Defiance, near the Umzimkulu, on Oct. 6. There were present the resident magistrate of Durban, H. J. Meller, Esq.; the Acting Port Captain, G. C. Cato, Esq.; Captain Wilson, Surveyor Vice-Admiralty Court of Natal; Captain C. Warren, of the Burton Stather; Captain J. F. Hitchins, of the barque Kate Tatham; and Mr. E. P. Lamport, J. P., Agent Liverpool Underwriters' Association, all of whom signed the report. The report states that on the 23d of September last the Island of Rodriguez was sighted, and the ship's chronometers proved correct. That nothing particular occurred until the vessel was off the coast of Natal, when the same course is stated to have been steered as on former homeward voyages from India, four of which Captain Angel had made, though not in this vessel. That on the day before the wreck a good observation was had, which showed the ship's position to have been 30 S., 33·49 E., the nearest land being distant 120 miles. That the next day, the 6th, the weather was rainy, misty, and thick, the wind light and baffling, southerly, the rate of going being about three knots. That at 3 45 p.m. land was sighted, apparently 25 miles off—one of the witnesses says about 15 miles. That at 6-30 the ship was put round on the starboard tack, with head off the shore, until 7-30 p.m., but, being taken aback by a sudden shift of wind, she was again put on the port tack, and so continued till 9-30, when "breakers a-head" was shouted from aloft. That orders were then given by Captain Angel to throw all aback, but that while this was being done the ship took the ground and became unmanageable, the sea making a clean break over all. That the vessel having filled and settled down, the crew left next morning. That the causes to which the Court considered the loss of the vessel may be attributed are as follows:—1st. That the compasses may have been affected by local attraction or other disturbances, inasmuch as the course, S.W. ½ W., of the vessel at the time, calculated as true, was not even an approximation the course actually made by her from her position at noon on the 5th till she was on shore the next night. 2nd. The indraught or set of the current towards the shore apparently prevailing at this part of the cost. 3rd. The very probable error in judging the distance of the land when first seen—the nearer land on the sea margin being obscured by the mist, as is often the case on this coast under the same circumstances of weather. That, in reference to the peculiar set of the current alluded to, the Court availed itself of the personal knowledge of some of its members in regard to other wrecks near the same locality, and which wrecks the report names. That the Court is of opinion that the captain, officers, and crew of the Defiance are not chargeable with incompetency, neglect of duty, or culpable carelessness, but that it considers that, under the unfavourable circumstances under which the land was first seen, it would have been more prudent to have put the ship about at an earlier period and to have stood off the shore on longer tacks; lastly, that the certificate of the master and mates are returned to them.—*Shipping Gazette*.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time. H. M.	HIGH WATER. Height. FT. IN.	FEBRUARY.	LOW WATER. Time. H. M.	LOW WATER. Height. FT. IN.
3 53 m	4 0	Friday 2	10 28 m	4 8
4 57 a	3 0		10 49 a	1 9
4 46 m	3 6	Saturday.. ... 3	11 32 m	5 0
6 20 a	3 3		...	...
5 49 m	3 0	Sunday 4	0 8 m	1 3
7 41 a	4 0		0 40 a	5 8
7 12 m	2 10	Monday......... 5	1 26 m	1 1
9 2 a	5 1		1 56 a	6 3
8 30 m	3 2	Tuesday......... 6	2 58 m	1 8
10 1 a	6 2		3 3 a	7 2
9 37 m	4 0	Wednesday ... 7	4 0 m	2 7
10 49 a	7 1		4 1 a	7 11
10 31 m	4 9	Thursday 8	4 50 m	3 8
11 30 a	7 6		4 51 a	8 2

Moon—Last Quarter, 2nd, 3h. 0m., p.m.

THE OLD BANK OF BOMBAY—THE PROPOSAL TO PROSECUTE THE LATE DIRECTORS.

The decided opinion of Mr. Jessel, the new Solicitor-General, against the feasibility of prosecuting the late directors of the Old Bank of Bombay, had considerable effect upon those shareholders who wanted to fight, and it was thought that the meeting of the shareholders here on the 29th ult., which was called, among other things, to adopt a scheme for the final winding-up, would see the old Bank peacefully laid in its grave. But from what we hear, it is quite possible that it may be a considerable time yet before those who are connected with it will be able to halloo on getting out of the wood. Some of the shareholders, it seems, abandoned their intention to prosecute the directors on the distinct understanding that the Bank's affairs would be wound up at once. At the last meeting here, however, an objection to this was started by Mr. Macdonald, supported by the semi-official advice of Mr. Rimington. Mr. Dallas objected strongly to further delay, protesting that this would be a breach of faith with him and those who had withdrawn their co-operation in a suit against the directors, on the understanding that further delay in the winding-up would not occur; and this protest would appear not to have been at all groundless, because a number of the shareholders have, we hear, written to the authorities of the Bank that they wish to withdraw their acquiescence in not instituting a criminal prosecution in favour of an intention to keep their claims alive against the directors.

THE BAND OF THE 83rd REGIMENT.

We have much pleasure in intimating that the band of H. M.'s 83rd (County of Dublin) Regiment will play at the Esplanade bandstand on Mondays and Fridays. The band is an excellent one, and the Poonaites much regret its departure from Poona; and as we have not had the pleasure of listening to a European band for many months till the Governor's band lately arrived, we are glad to welcome the musicians of the 83rd. The following is the programme to be performed this evening:—

March	Strangers Yet	Basquit.
Overture	Fidelio	Beethoven.
Selection ...(Op)	Don Giovanni	Mozart.
Valse	Beautiful Blue Danube	Strauss.
Duetto	Semiramide	Rossini.
Galop	Orpheus	Offenbach.

FIRST CRIMINAL SESSIONS

The First Criminal Sessions of the High Court for this year commences to-day under the presidency of the Hon. Sir Charles Sargent. The calendar is unusually light, and the cases will probably be disposed of in a week. Sixteen cases, implicating fifteen prisoners, have been committed for trial of whom eight are Hindoos, six Europeans, and one Mahomedan. There is one case of an attempt to murder and voluntarily causing grievous hurt; one of giving false evidence in a judicial proceeding with intent to injure; one of voluntarily causing grievous hurt; one of cheating; one of housebreaking and theft; two cases of cheating, forgery, and criminal misappropriation; three of criminal breach of trust; and six of theft. One of the cases has been traversed to this Sessions by order of the High Court; four have been committed by Mr. Connon; six by Mr. Cooper; one by Mr. Nana Morojee; two by Mr. E. A. Pemberton; one by Mr. L. Neil; and one by Mr. J. Allardyce.

CASES COMMITTED FOR TRIAL.

The following cases have been committed for trial at the Criminal Sessions of the High Court, which commences to-day:—

1. John A. Boardman, held to trial by the High Court, for criminal breach of trust as a public servant, *viz.*, a station master in the employ of the G. I. P. Railway Company.
2. John Hayley and James Mill, committed by Mr. L. Neil, for theft.
3. Veerjee Oodhowjee, held to bail by Mr. Cooper, for voluntarily causing grievous hurt.
4. Rama Rukma, committed by Mr. Connon, for house-breaking and theft.
5. Sewnath Rambukus, committed by Mr. Cooper, for theft.
6. George Watts, committed by Mr. E. A. Pemberton, for criminal breach of trust.
7. Ditto ditto, for theft.
8. Edwin Augustus Boyne, committed by Mr. Allardyce, for cheating.
9. Sewa Dhurma, commited by Mr. Cooper, for theft.
10. Julall Madhowlall, committed by Mr. Copper, for theft.
11. Hoosein Hajee Mahomed, committed by Mr. Cooper, for theft.
12. Gunputrao Madhowrao, held to bail by Mr. Connon, for cheating, forgery, and criminal misappropriation.
13. Ditto ditto ditto.
14. Sewjee Damjee, held to bail by Mr. Nana Morojee, for giving false evidence in a judicial proceeding and instituting criminal proceedings with intent to injure.
15. John Gribbin, committed by Mr. Connon, for attempting to murder one George Henry Dickson and voluntarily causing him grievous hurt.
16. Bapoo Wittoo, held to bail by Mr. Cooper, for criminal breach of trust.

THE JAPANESE TROUPE.

These extraordinary performers continue to cause great astonishment, and are received with no uncertain marks of approbation. The ease they exhibit in doing what are really most difficult tricks; the daring with which they show themselves accomplished gymnasts; and the unique entertainment provided by the ladies of the Company have never been surpassed in Bombay. Besides this, as specimens of a most interesting people, whose country is full of subjects of wonder and pleasure to Western civilisation, these Japanese are worth seeing. Some of the customs of the nation are apparent in these performances. One lady strums on what is probably the light guitar of the Japanese, and discourses music that just as probably sets the hearts of the sad or amorous among them on fire. Europeans will not probably admire the "music" for its beauty, but as an illustration of what is Japanese music it will possess its value. Those who are gallant will respect the palpatetic thrumming for another reason; for does it not assist the beautiful "almond-eyed" Cuts Gero to do those feats with the paper butterflies which are doubtless so difficult but so much admired? We hear that unless this music were present Miss Cuts would be dispirited, and the cunning of her right-right hand seriously depreciated. Again, the costumes of the subjects of the Tycoon are illustrated by something more practical than wood-cuts. Regarding the dress of the ladies, the Cuts of this company speaks volumes of description; and regarding the dress of the lords of creation there is no lack of specimens from the middle-aged Japanese to the little gymnastic representative of about as many bones as years. The costume of the gentlemen is so feminine, according to European notions, that those who are in the secret can afford to ask the uninitiated which is the lady and which is the gentleman, both alike wearing voluminous petticoats; and the riddle will be found so tough that it will never be discovered until some of the male gymnasts practically and unmistakably make answer as to which is which. We advise everybody to visit this company—they are exceedingly interesting and unboundedly clever. To-night there will be a totally new programme, and we are told that feats more wonderful than what have gone before will be presented to the audience.

FORT POLICE COURT.

(Before J. Connon, Esq., Senior Magistrate of Police.)

DETENTION OF THE CERTIFICATE OF REGISTRY OF A BUGGALOW.

In this case, Mr. John Ryan, traffic manager Government Reclamation Works, took out a summons against Syed Hoosean Meyah, the owner of the buggalow Salamtee, for navigating his vessel without having the proper certificate of registry on board.

On the 27th ult., Mr. Hore appeared on behalf of the owner of the buggalow, Mr. Ryan being represented by his assistant.

Mr. Hore thought the matter might be easily explained. His client, the owner of the buggalow, had chartered her, with another one, to a certain person who owned two other buggalows, and by some mistake or other the certificates of registry had got mixed up together, and had been distributed wrongly amongst the four different vessels. The charge brought against his (Mr. Hore's) client was for navigating his vessel with a wrong certificate of registry, and thereby had cheated Government out of certain fees recoverable under the new Act passed for the recovering of fees at the different Bunders of Bombay, the certificate she carried representing less than her actual tonnage. Mr. Hore, however, stated that it should also be borne in mind that the certificate of registry of the Salamtee was on board a much smaller vessel, and that the Government had derived larger fees in respect of the latter than was actually payable—the error thereby being rectified as far as Government was concerned; and moreover, that his client was the actual owner of this vessel, and not the charterer, had nothing whatever to do with this charge. Mr. Hore further stated that he had subpœnaed the tindal of the vessel who had the right certificate of the Salamtee and he was in Court, and on asking the latter to produce the same was informed that it had been detained by the Commissioner of Customs.

His Worship remarked that some mistake and confusion had evidently occurred by the transfer of this certificate of registry, and he thought the matter might be arranged by the parties and the Commissioner of Customs, and he therefore adjourned the case for one week.

Subsequently, on Tuesday, Mr. Hore appeared before his Worship, and stated that he had an application to make with reference to this dispute. The Commissioner of Customs had delivered up the register on payment of certain charges then due to the owner of the vessel, who, on the recommendation of the Commissioner, had seen Mr. Ryan with the object of obtaining the register detained by him on payment of the fees he claimed. Mr. Ryan, however, refused to come to an understanding, detained the certificate of registry, and said that the matter must be decided in the Police Court. Mr. Hore stated that this was a very arbitrary mode of proceeding, and applied for a summons against Mr. Ryan to answer a charge for detaining a certificate of registry of the Pardoe Salamtee, and to bring the same with him into Court.

His Worship granted a summons, and made the same returnable for the 31st ult., on which day Mr. Hore appeared and stated that he was sorry to find that the summons he had on a former occasion applied for was against his friend, Mr. Ryan. He was at the time under the impression that this Mr. Ryan was another person altogether—he, nevertheless, had a duty to perform to his client, which he should not shrink from. Mr. Ryan had no right to detain the certificate, which was a document, under the Merchant Shipping Act, only used for the purposes of navigation of a vessel, and read the 50th section of that Act, which rendered a person detaining it without sufficient reason 'shewn liable to a penalty not exceeding £100. He (Mr. Hore) however did not wish to press for the fine in this case, but his only object was to recover the register.

His Worship—Well, Mr. Ryan, do you intend to give up the certificate of registry?

Mr. Ryan—No, I don't. I have a perfect right to detain the same under the new Act for levying Bunder fees in Bombay.

His Worship—I don't intend to listen to what you may consider your rights may be under the Act you refer to, but if you don't deliver up the certificate of registry of this Pardoe, I shall certainly inflict the fine which I am empowered to inflict under the Merchant Shipping Act.

Mr. Ryan then stated that the certificate had been handed to him by a broker, and that he had never been called upon to deliver the same to the owner of the vessel, and he did not consider he was detaining it at all, and was quite ready to give it up. He said he had brought this case into Court in order to put a stop to vessels producing to the Bunder officers certificates of registry for less tonnage than they were responsible for.

After some discussion between Mr. Ryan and Mr. Hore, the latter informed the magistrate that an understanding had been come to, and that the parties wished to withdraw the summonses they had mutually obtained, and asked his Worship to allow the same to be withdrawn. This his Worship granted.

It is said that a country tradesman took back with him, on his return from an Exhibition trip, a card bearing the words "*Ici on parle Francais*," which he duly displayed in his shop window, after the fashion of his metropolitan brethren. A wag, having wagered on the success of his movement, entered the shop one day, and requested that he might be permitted to inspect the "*Ici on parle Francais*," when the good man blandly informed him that, "from the great demand for them in London, he had not been able to get a parcel down, but expected some fine ones in a few days."

THE LOST BIG GUN.

At the Small Causes Court on Wednesday an action arising out of the recent loss in the harbour of the big gun was heard before Mr. Judge O'Leary. Mr. Hearn appeared for Government, and Mr. Rimington for Captain Laing, master of the Jumna, the ship at whose side the gun was dropped.

Mr. Rimington produced the tender dated 10th July 1871, and which was admitted, subject to the right of Mr. Hearn to show afterwards that there was some special agreement. Mr. Rimington then said that the suit had been instituted to recover Rs. 1,000, at first claimed as demurrage but now as damages, for the detention of the ship beyond a reasonable time. The ship had been detained for seven days, but the plaintiff only claimed for four days' detention, and at any rate, he submitted, he was entitled to recover damages for those four days. Mr. Rimington then read certain clauses and conditions of the agreement between the plaintiff and the Secretary of State for India in Council. The agreement was headed "Conditions for freight of stores to Bombay," and described the ship, her tonnage, owner's and captain's names, &c. Mr. Rimington said it was quite clear from the 9th clause of the agreement that the Government were bound to take delivery of the guns from alongside the ship. The agreement provided that the captain should pay the expense of the tackle if procured from Government. Although the plaintiff was ready to deliver the guns on the 7th November they did not send a boat to receive the guns until the 9th or 10th, when the accident occurred. They then did nothing until the 11th, when they requested the captain to take his vessel up to Mazagon Dockyard. He moved up on Sunday the 12th, but could not get in until the 14th. When the ship was ready to deliver the guns the Government were bound to take delivery of them according to the agreement. Mr. Rimington went on to say—As to the duty of the ship, it is quite clear, I submit. What the ship had to do was to deliver these guns from alongside, and that duty was performed. She did deliver the whole of the guns except that unfortunate one that was lost. This gun was lowered into a boat that Government had sent alongside to receive it. It is quite evident that the tackle was sufficient for the purpose, because it had raised the gun from the hold of the vessel. It supported it while it was being removed from over the hatchway to the side of the vessel and also while it was being lowered into the boat, a distance of at least ten or twelve feet. I do not assume that any question will arise as to the sufficiency of the tackle, because the evidence is indisputable that we had accomplished our contract and performed our part of the agreement. The ship was under no orders to stow the guns. Our orders were to deliver them alongside. The words of the agreement are even stronger than that against the Government. They are, "that the guns shall be taken from alongside of the ship in India by Government officers;" and the contract went on to say that it was not incumbent upon the owners of the ship to do more than lower the guns or any other store shipped under this agreement. It was thus the duty of Government to see that the guns were lowered in a proper way, and it was no part of our duty to stow at all. I have to refer to this part of the case, because it may possibly be contended, on behalf of Government, that the mere fact of one of the guns being lost by reason of its having been delivered from alongside of the ship while in harbour rendered it necessary for the vessel to be taken into dock, and that therefore Government could not be responsible for the detention thereby caused. But that cannot be admitted, and I say that the gun was lost through the fault of Government in not providing a proper boat to receive it. Of course the point before the Court is not whether we are responsible for the loss of this gun. The question is whether Government did detain the vessel an unreasonable time after she was ready for delivering the guns. In connection with that you must consider the agreement between the parties, which was plainly that "Government must take these guns from alongside." This means undoubtedly "from alongside the ship at the place where she is anchored at the port of discharge;" and numerous cases that can be quoted from writers on the law of shipping all point to the fact that all contracts arising out of the circumstances in dispute are invariably determined by the custom either of the trade in which the vessel is engaged, the place where freight has been paid, or of the port where the vessel is discharged. I would impress it very strongly upon your Honour that it is not the custom of Bombay to take vessels into dock, and goods have to be delivered in the harbour. At present, I am sorry to say, we have no commercial docks, and it may be years before we have, though probably we should have had a pier by this time had it not been for the unhappy conduct of Government in levying bunder fees. The only docks at present in Bombay are those which were specially constructed for the repair of vessels.

His Honour—But I suppose that Government will hardly contend that to deliver goods from alongside means to go into the P. and O. Dockyard.

Mr. Rimington—I suppose Government thought that in ordering the Jumna into dock they did wisely, looking at the result of their first experiment in putting this gun into a small boat. I say a "small boat," because this one was too small to take off the gun. It simply was not convenient for Government to land any more guns in boats. Your Honour will not accept any such statement as that they could not land the guns in boats. We know perfectly well that the Government have iron barges which might have been used for the purpose, and even brought two or three ashore at a time, had they chosen to do so. But for their own greater convenience and their own safety they wanted us to take these into Mazagon, and I say this must be at their own cost. The freight allowed by Government was too small to allow them to contemplate that the captain was to get no payment or compensation. As a matter of fact, Government paid for the docking of the ship and made no point about it.

Mr. Hearn—Are you sure about that?

Mr. Rimington—Quite sure, unless you have got the P. and O. Company to give up all claims.

His Honour—The plaintiff has not paid yet, has he?

Mr. Rimington—The arrangement was made by Government, and we know nothing about it. We merely acceded to Government's request that we should take the ship into Mazagon dock, but we did so merely for their convenience, for which we expect compensation. I will read the evidence which the captain gave on a previous occasion before your Honour. (*Bombay Gazette* produced and evidence read.) Mr. Rimington then alluded to a correspondence that had passed between Captain Laing and the Dockyard authorities, and regarding one letter he said no one could read it without coming to the conclusion that what was in the mind of the writer was not only that the goods should be taken from alongside by Government officers, but that in doing so Government would be responsible for everything but the tackle. He proceeded—The rate of charges at which we lay our damages is 4 annas per registered ton per day. These are the usual charges for vessels in Bombay which are detained either beyond the terms stipulated in the charter-party, or beyond what the parties think a reasonable time for the delivery of particular goods. It cannot be contended for Government that we did not give them due notice that the goods were ready, because their own letters of the 7th November cut that contention away; and instead of sending a boat alongside on that date they asked us to go into dock. They might have ordered us to go into dock on one day, and we might have come out the next, as was actually the case when at last the Jumna did go into dock. Instead of that Government were vacillating, and when at last on the 10th they did send a boat, it was insufficient and the gun was lost. I would ask Mr. Hearn what answer Government propose to make to our claims, because perhaps it will be our duty to refute it altogether.

Mr. Hearn—Our position is very simple in this matter. Mr. Remington, for the plaintiff, has insisted throughout that the duty of the ship was to deliver the guns alongside, and I do not dispute that at present. He has also insisted that the duty of delivering these guns was completed.

His Honour—That is, of one. There were six.

Mr. Hearn—These were to follow, no doubt. He said that they were ready on the 7th to discharge the guns according to contract; that on the 10th they commenced to do so; and that as regards one gun the captain had delivered it and completed his contract. What I shall put before you on behalf of Government is in the first place that the captain was not ready on the 7th or 8th. I say that he was not. As a matter of fact, the ship was inspected on the 8th, and it was then found to be unprepared, the inspecting officers pointing out that the chain was defective. On the following day, the 9th, notice was received that she was ready.

His Honour—Was the notice given in writing or verbally?

Mr. Hearn—We only hear of it in the captain's evidence. On the 10th the Government sent their boat alongside, and I urge on behalf of Government that the ship again was not ready, because her tackle proved to be insufficient. It has been stated that this tackle was obtained from Government.

His Honour—The ropefall was.

Mr. Hearn—Yes; but it was the sling which gave way, and it was provided by the ship.

His Honour—Another question might arise if the tackle were insufficient. Government might then come down upon the plaintiffs for using insufficient tackle, but Mr. Rimington says it was sound in every point for the work it had to do. If it were insufficient, it appears to me that the main part of the plaintiff's case breaks down.

Mr. Hearn—It is just one of my points that the tackle was insufficient, and that is one of the issues your Honour will have to decide upon. Another point which appears to me to bear closely upon that subject is that the plaintiff was not only not ready to deliver this cargo, but had not sufficient knowledge of how it ought to be delivered. He failed also to arrange his tackle so that he could deliver it, and I believe I will be able to show your Honour that it was pointed out to him before he commenced that he would fail. Indeed, the words addressed to him were somewhat prophetic. He was told, "You will put that gun in the mud," and he proceeded to do so.

His Honour—But the plaintiff contends that his tackle was sufficient for what it did, but insufficient for what it was put to do. What he says is, that his tackle was sufficient to lower the gun, "although my tackle was not sufficient to hoist it up again." He says the tackle did what it had to do.

Mr. Hearn—We say that he could not have had his tackle in a proper position, or the gun would not have touched the ship at all.

His Honour—But the captain met that objection by saying that it was only in coming back that that was the case.

Mr. Hearn—But it may be that it was only by great luck that he got the gun into the boat as he did. The second issue is whether the boat was sufficient; and additional main points are whether the plaintiff was ready to deliver and whether Government were ready to take delivery. I shall bring evidence before your Honour to prove that this boat, with others, was specially inspected by officers of experience, and this particular boat was proved to be quite sufficient had the gun been properly lowered into it. The boat was large—it was upwards of 25 tons, and was not an ordinary cotton boat as has been insinuated, ordinary cotton boats being only about 15 tons. If the gun had been properly and scientifically lowered into the boat the contention of Government is that it would have been quite capable of landing it; but having been lowered in the way it was, the boat never had a chance. When the captain saw how the gun was, he acted upon the impulse, a natural impulse, to save the boat, and began to shift the gun.

His Honor—How do you say that the boat was being sunk? The captain seems to suggest that the boat was peculiarly unfit, because he complains that there was no ballast in its bow, and when the gun was let down he says he was afraid that the after part would sink. Your contention seems to be that if the gun had been placed amidships the boat was all right.

Mr. Hearn—We say that the boat was a big boat and would have received the gun had it been dropped down right fore and aft. The captain saw that any deviation from the centre of the boat would have been serious, and this immediately caused him to reihoist. I believe the captain did not take even the ordinary precautions for lowering heavy weights. He did not even lower his yards, and he let down the gun in such a way that he was compelled to raise it again, and it was in doing this that the accident occurred.

His Honour—I understood the captain to say that if he had gone on lowering, the boat would have sunk stern foremost. You seem to think that only the quarter next the ship would have sunk.

Mr. Hearn—I believe it is not the opinion of Government that the boat would have gone down stern foremost. Nor do I understand that it was beginning to do so. It had merely heeled over. The captain showed himself to be so utterly incapable of delivering these guns that Government took the ship into dock, and the whole detention arose from his carelessness in the first instance. I will also bring witnesses to show that Government offered him slings which they considered proper and fit for the duty, but he preferred to rely upon his own, which, according to his own statement, was only a quarter-an-inch chain. Now I would represent that this was not a very powerful chain. He says it was not his duty to stow the guns. That may be, but it was at least his duty to lower them in such a way that they could be stowed.

His Honour called Mr. Hearn's attention to Mr. Rimington's contention about Government's delay in not ordering the Jumna into dock at once, and asked whether after the loss of the first gun it was not the case that Government refused to have more landed in boats, and suited their own convenience and safety in taking the Jumna into dock.

Mr. Hearn said that if there was any such intimation from Government, it must have been something very vague.

His Honour—On the 31st October we find by your letters that you appear to be ready to take delivery of the guns. On the 7th November you seem to say that that course would be attended with extreme danger; on the 9th or 10th you go and find by the result that it was dangerous; on the 11th you ordered the ship into dock, into which, however, it could not get until the 14th.

Mr. Hearn—We say that it was entirely in consequence of the plaintiff's being unprepared with proper tackle that we were obliged to take some other means to get delivery of these guns, and the plaintiff must take the consequences if the defendants had no longer any confidence in his power to deliver these guns. This claim came before your Honour on a previous occasion when it was called demurrage; but there was no agreement to pay for demurrage whatever.

Mr. Rimington—We do not claim any demurrage now.

Mr. Hearn—But in the first instance it came before the Court as "demurrage," and now you have altered it into a claim of reasonable damages. Reasonable time and damages will be a question for your Honour to decide. It will be remembered that there were six guns to unload. It is not like a case of the delivery of an ordinary package or two, but the delivery of these guns must have occupied some time. I certainly dispute that the Government is at all liable. We know as a matter of fact that the captain left the port as soon as he intended to leave, and if he were detained from the 10th to the 13th that was a very short time considering what had to be done. I think that your Honour will agree that the plaintiff's claim is unreasonable. It really looks as if the plaintiff having been so long in company with these big guns, wanted to have a shot at Government.

Mr. Rimington explained that the plaintiff's claim was only for four days' detention—for the 8th, 9th, and 13th and 14th. He then called witnesses.

Captain Alfred Clarke, marine surveyor, was called, and deposed—I have been for some years in Bombay acting as Marine Surveyor. I went on board the ship Jumna when she was here. I was on board the ship when one of the large guns was lifted from the hold. I think this was on the 9th of November. I was also on board the ship on the day before. I then saw the tackle which Captain Laing had obtained for the purpose of hoisting out this gun. It was chain. I know he got that from the Government Dockyard. It was defective in respect that it had a very large flaw in one of the links. I saw that flaw myself. I know that Captain Laing applied to Government for other tackle. He got a rope-fall and supplied the lowering fall himself, which was a splendid piece of 7½ inch rope. I think it was half an inch larger than the rope supplied by Government. It was Manilla rope. He got the rope-fall from Government on the same day that the chain was found to be defective. The captain told me that he had tried the chain and it was in doing so that he discovered the defect. I saw the slings that were used. I considered them sufficient for hoisting and lowering the gun, and I should have used them myself for that purpose if the responsibility had been upon me. I was not on board when the gun was actually lowered into the boat; but I saw it raised out of the hold and passed from one tackle to the other, and then lowered over the side half-way down into the boat. The strain upon the slings would be greatest when passing from one tackle to the other. The tackle showed no signs of giving way when I was present. There was a three-ton derrick on board, composed of one large spar, secured to the mainyard, and the yard again to the top of the mast head. I consider that the way the tackle was adjusted was in a workmanlike manner. The appliances of the captain were sufficient to enable the gun to be placed in the boat in any way that might be wished. I had a conversation with the captain about the boat supplied by Government, and I told him I did not think she was capable of carrying the gun at one end of her. She was a native cargo boat. These boats are very peculiarly constructed, with the stem running down nearly to the centre. The boats are usually loaded at both ends, the centre part being occupied by the crew as a cooking place. This centre part is really the true bearings of the boat for carrying any heavy weight. When I say these boats are loaded at both ends I speak of cargo or heavy ballast. I think she was from eighteen to twenty tons. I thoroughly inspected her, and my conclusion was that the boat was not capable of carrying the weight at one end of her. I did not think she was capable of carrying this gun placed where they intended to place it, which was in the after-part of the boat. I know this, because I saw the boat fixed, and the chocks fixed to receive the gun, before I left the ship. The chocks were placed in the after-part by the crew of the boat. They might have put the gun in the midship section, but the boat would have had to be previously prepared, as the mast and the cooking-place in the centre would have had to be removed. There is always a beam in the centre of the boat, which would have made it difficult for the gun to have been placed in the centre, but this would have been preferable to the plan that was actually adopted. The boat when she came alongside had her mast and fittings. I am under an impression that I spoke to Captain Robertson about the insufficiency of the boat. Captain Luckhardt and Captain Carew were on board the ship, but I had no conversation with them about the boat. The tackle used for lowering the gun was not fitted for hoisting it up again. It would take about an hour and a-half to hoist the gun and lower it over the side. When the gun caught on the mouldings of the ship's side, a strain three times greater would be put on the tackle. I have seen boats in Bombay belonging to Government that should have been capable of carrying certainly more than two of these guns. It is always the duty of the people who send cargo to stow it and not the ship. There were five or six natives in the boat, but I saw no European. Another boat should have been placed alongside the other to hold tackle to manœuvre the gun into position. Supposing Government had sent proper people there was nothing to prevent the gun being laid fore and aft in the boat. It was necessary for the breach of the gun to be placed in the fore part of the after-section of the boat. The effect of stowing 12½ tons of dead weight, no matter whether in the shape of a gun or not, would make her over-end. I don't think she could hold it. From 12 to 15 tons of stone ballast might have been distributed over the whole boat, but she would have been deep in the water. I believe she might have taken 15 tons in good weather, and 12 in the monsoon. Supposing she carried 16 tons, 6 might have been placed forward and the rest aft. The custom in Bombay as to the delivery of cargo is for persons to send for it when it is ready. For demurrage in sailing ship, I think the usual charge is about four annas on the registered ton.

Cross-examined by Mr. Hearn—The after part of the boat is much the broadest part. It tapers off much like an egg. To get the gun into the centre of the boat, it was not necessary to bring the gun out more than 9 inches from the plumb. The plumb was immediately down the side of the ship, so that the gun would be lowered just clear of the side. When it was lowered there was some obstruction from the trunnions, but had the ship's side being perfectly smooth it would not have been necessary to prise off the gun at all. It was not necessary to use tackle, and I think handspikes were used to prise it off. The tackle for lowering was certainly not for raising. In such an accident, had it been my case, I would not have tried to raise it, but would have secured it alongside. I never would have hoisted without changing my gear. I have frequently seen heavy weight put into these boats, but the pressure was distributed more. It any part of the gun had rested upon the gunwale I dare say it would have been very likely to upset it on that side. To have changed the tackling before raising the gun would have been a difficult process, and probably the gun would have required to be under water, but I am not sure that it would have been in the mud. (Laughter.) I was with the captain when he got his tackle from the Dockyard. The only slings the Dockyard people said they could recommend were in use, but I don't think any slings were actually offered to him. Some slings were pointed out, but immediately a question arose as to their qualifications I said to the captain it would be better not to have them. I can say distinctly that the question as to their qualifications was raised. The kind of sling that the captain actually used was a studded chain. As to lifting a heavy weight with such a chain, I can only say we fasten line-of-battle ships with them. I should not think that for such a weight the shorter link would make the stronger chain if it would bear the same testing strain.

Re-examined by Mr. Rimington—This stud link is the same that is used for ships' cables. The stud in the centre is meant to impart strength to the link and keep it from collapsing.

Mr. Daniel McIvor, assistant, Messrs. Nicol and Co., and manager of the business with reference to ships consigned to that firm, said—The only circumstances under which demurrage is claimed is under a charter party. I do not know that there is any custom in cases in which there is no charter-party; but I know that 4 annas a ton has been mentioned as a fair charge in charter-parties. (Shown the charter-party of the ship Inverness from Rangoon to Bombay.) I know this. I negotiated it myself. The rate of demurrage mentioned in it is 4 annas a ton daily.

Mr. Hearn said that before calling his evidence he would submit that this claim was not for demurrage but for damages on the score of detention. Yet no evidence had been given either as to damage or detention.

His Honour—There is no evidence, but there is a general presumption that the ship would suffer if it were detained.

Mr. Hearn—I was going to say that the captain's own evidence shows that there was no detention. I believe he went away on the very day that he intended to go.

His Honour—If these goods were those of a general merchant, I fancy there would not be a shadow of a doubt that a certain sum would have been stipulated, and if it could be proved that the ship had been delayed any number of days that sum would have to be paid. Is it not a curious thing that in this case such a payment is disputed?

Mr. Hearn—No doubt if there had been a stipulation something would have to be paid, but here there is no such contract entered except the regular form of tender, which seems, in stipulating that all machinery used in loading and unloading and the use of cranes or dock shears were to be paid for by the ship owners, to anticipate some delay.

His Honour—Then it practically comes to this that because a ship brings Government stores here she must wait six months, if she is ordered, without compensation?

Mr. Hearn—But in entering into this contract, each party would know perfectly well what he was about. Regarding the evidence given for the plaintiff I will make no remark. I will rather call witnesses on the part of Government, and what they have got to say will be the simplest and best comment upon the evidence given by the plaintiff.

George O'Brien Carew, Dockmaster in the Government Dockyard, was then called, and examined by Mr. Hearn, said—I think I saw Captain Laing in the Dockyard on the 3rd Nov. He asked for certain tackle to remove guns from the Jumna, the weight of which we were aware of. The boatswain went round, and I accompanied them, and pointed out certain chain falls which I thought would be available. He merely came to borrow. Government generally obliges the public by allowing them to choose tackle for heavy weights, but of course the public have to pay. He was shown a 5-8ths chain. He did not take it then, but I think he did on the 4th. It was on the 3rd that slings were pointed out, I think. The boatswain of the Dockyard recommended them as good slings, but Captain Laing declined to take them. Captain Clarke advised him to take the chain. I think these were Captain Clarke's words. He said he had chain on board his ship that he thought was larger and more suitable. On the evening of the 8th I went on board the Jumna with Captain Luckhardt. I was then told about a flaw that had been discovered in the link. I saw there was a slight flaw, and I immediately ordered the chain to be sent on shore. I went on board again with Captain Luckhardt on the 10th. The gun was then actually suspended by its tackle. The gun was slung with a single part of stud chains, taken round trunnion. The sling was only once round the gun, and was fastened to the up-and-down tackle. There was another tackle out at the yard-arm, which was supported by a wooden derrick. This latter tackle was to plumb the gun into the boat. I saw no objection to the hoisting tackle, and as regards the lowering tackle I considered it was too close in. I called the attention of the captain to the slings, and asked him if it was with these he intended to take out his guns. He said yes, and he gave me to understand that they were slung with the same slings in England. I was then satisfied that if this were the case, the slings would be all that were required. On this occasion I did not allude to the nearness of the lowering tackle, but I did so on a former occasion, when the captain said he was afraid that if it were put further out the weight would make his ship heel. I think that lowering the yard would have been the plan of most men, but Captain Laing did not do this. From where the tackle was suspended the gun could not plumb the boat. It plumbed the rail only, and that is why I called attention to the matter. I think it would have been necessary to have tackling at least put further out, so as to clear the ship's side, but of course I could not gainsay what the captain said, when he was afraid that the ship would heel. The moment I saw the lowering process going on, I decided upon the necessity of the vessel going into dock; because the mode of lowering the gun by jerks caused by the windlass was most risky. They lowered until the gun came flush with the ship's side, and then had to ease it off with capstan bars. A tackle was fixed on the offside of the boat to pull the gun into the middle, and in this way they nearly succeeded in getting the breach of the gun into the centre. The gun took to one side of the boat, and I believe the strain upon the boat opened its seams and water came in. If the gun had been fore and aft, most assuredly, in my opinion, the boat would not have heeled over. I have put a thirteen-ton boiler in a boat smaller by five ton than this one, and it did not seem to affect the boat dangerously at all. I think if the boat had had ballast in the forepart it would have been better, but it was not absolutely necessary. I do not consider that the heeling of the boat was caused by want of ballast. When the captain saw the state of the boat, I think he said, "The gun must come out of that," and he then went forward to give orders. I believe that if my men had not bailed the boat she would have gone down. The captain, I know, expressed himself perfectly satisfied with the boat. I was also satisfied that the boat was perfectly capable of taking the weight of 12 tons. Most certainly I would not have employed for such a purpose the chain that was actually used.

Cross-examined by Mr. Rimington—I could not tell you how long it was before the boat began to sink after the breach was lowered into her. I believe, having regard to the boat's length, the gun was placed as nearly in the centre as possible. The muzzle was inside the boat, and was not protruding over the gunwale. I could not tell you what inclination the boat had. I was too anxious about other things to look after these trifles. When I speak of the size of the boat I only speak of what I have heard. Greater care could not have been exercised than there was by the captain. Turret ships are taken into the Dockyard to have their guns put upon board. There is danger in taking out guns just according to the appliances at your disposal. As a sailor, I would not admit that anything is too difficult on board ship. I am not aware that any survey has been held to find the damage done to the boat by the straining put upon it. I am not aware of any claim having been put in by the owner for damage.

William Searle, marine storekeeper, examined by Mr. Hearn, deposed to securing the boat for the gun, and said he had no doubt whatever that the boat could have carried the gun easily had it been properly lowered. This could be proved by those who were experienced in carrying guns to the middle shoal battery at the present time. If the guns were handy he should say that three might have been taken delivery of in one day by such a boat, considering the crew of a merchant ship.

Cross-examined by Mr. Rimington—I was not aware that a ship named the Tweed was brought into dock specially to have her guns taken out. I believe a lighter would take two guns, but I was informed that the captain objected to a lighter because of the hatchway. I have heard of no claim for injury to the boat that the gun was lowered into.

Mr. Hearn said he had several more witnesses to call, but he was afraid it would be impossible to call them all that day.

The Court then fixed Friday, 1st March, for the further hearing of the case, and rose shortly after five.

COTTON EXPORTS FROM THE CENTRAL PROVINCES AND THE BERARS.

Statement showing in detail the quantity of cotton exported from the stations of the G. I. P. Railway in the Central Provinces and the Berars for the week ending 20th January 1872, and the total for the season up to that date:—

Stations.	Exports for Week ending 20th Jan 1872 Full pressed Bales.	Exports for Week ending 20th Jan 1872 Half pressed Bales.	Exports for Week ending 20th Jan 1872 Dokras.	Total Exports up to 20th Jan. 1872. Full pressed Bales.	Total Exports up to 20th Jan. 1872. Half pressed Bales.	Total Exports up to 20th Jan. 1872. Dokras.	Total Exports up to 14th Jan. 1871. Full pressed Bales.	Total Exports up to 14th Jan. 1871. Half pressed Bales.	Total Exports up to 14th Jan. 1871. Dokras.
Nagpore	...	72	...	...	124	...	...	110	...
Wardah	1,355	576	...	12398	3338	5	1,761	1,937	4
Poolgaum	...	38	...	...	227	...	...	509	...
Chandore	...	62	...	...	190	...	...	64	...
Budnaira	...	...	...	...	...	...	4,376	1,093	8
Oomraottee	3,039	151	...	14391	391	29	...	...	...
Moortizapore	...	522	298	...	1369	1,563	...	322	40
Akola	...	...	...	...	...	28	...	51	103
Shegaum	848	425	...	1,354	1898	145	960	4,790	103
Khamgaum	2,245	44	...	9,556	313	51	4,451	379	1,199
Nandorah	...	25	...	...	81	...	625	67	52
Malkapore	...	...	...	...	...	3	...	...	1,766
Boorhanpore	...	...	346	...	...	1,034	...	...	49
Khundwa	...	...	498	...	...	6,829	...	...	185
Hurdah	...	...	18	...	...	1,862	...	...	...
Sohagpore	...	...	...	...	...	196	...	...	272
Gurrawarra	...	...	...	...	...	14	...	...	100
Nimborah	...	...	202	...	...	1,074	...	...	...
Sewree	...	...	...	...	...	...	...	...	16
Pagrah	...	...	...	...	...	...	...	...	92
Bunkerry	...	...	...	...	...	...	...	...	...
	7,534	1915	1,292	33490	7951	12932	12,173	6,482	4,430

Totals 1871-1872.					Bales.
Full pressed ..	...		38,409		12,174
Half pressed ...	...		7,951		6 482
Dokras ...	...	12,932 =	4,310	4,430 =	1,476
		3	50,670	3	20,111

A. J. Dunlop,
Assistant Commissioner Akola District.

INDIAN ITEMS.

Fatal Accident on the Race-course.—Mr. Wilkinson, the rider of Baronet, who met with an accident on the race-course last Saturday evening, died from the effects of the fall yesterday morning. We have been unable to glean the particulars regarding the accident, as several eye-witnesses give totally different versions of the transaction. All whom we have heard speak on the subject however unite in censuring the committee, for having fixed the hurdles so high on such very hard ground. Some of the hurdles were four feet three inches in height.—*Daily Examiner*.

The Northern India Rifle Association.—We understand the shooting this year, especially at the long ranges, has been of the most extraordinary character, and that the average of the first 8 men for the Viceroy's Cup has beaten the winning 8 for the Elcho Shield by no less than 40 points; the total of the former (adding half the scores for the difference in the number of shots) being 1,242, and that of the latter 1,202, being 155·25 per man for the Indian representatives, and 150·25 for the winning English 8 of 1871, who, by the way, made the highest score ever known in the "eight" competition. We believe the shooting for the Viceroy's Cup of 1871 stands quite alone in its excellence, and it is only to be regretted that the N. I. R. A. cannot be represented at next Wimbledon to try conclusions with the riflemen of the old country.—*Pioneer*.

Native Musical Instruments.—A collection of native

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musical instruments and jewellery destined for the International Exhibition of 1872, will be laid out in the Banqueting Hall, with the permission of His Excellency the Governor, on the afternoon of Friday, the 2nd February, previous to being packed and despatched to England.—*Madras Times.*

A Photograph of Mr. Gregory.—The *Ceylon Observer* has issued, in the shape of a Supplement, a photograph of the new Governor, Mr. Gregory. Our contemporary remarks—"The likeness, we can answer for it, is a good one as far as general appearance and expression in repose go. But the bright expression of the eye and the genial play of the features are wanting, and without them an entirely correct impression of the character of the man chosen to rule us in the name of our sovereign cannot be formed." We are bound, in candour, to add that the copy which has reached us is so spotted and blotched that Mr Gregory appears to have been taken in a snow-storm, his coat, trowsers and head being thickly covered with the falling flakes. Certainly the "bright expression" of eye is wanting, or rather of eyes, for one of them, in the copy before us, is snowed up. Altogether, however, the portrait is that of an intelligent and rather jolly-looking man of about 50 years of age.—*Madras Mail.*

Cholera.—We regret to hear that cholera is raging with great virulence in Chuckerbaria, Bhowanipore, and in the suburbs of Calcutta. The mortality seems to be rather great. It is said that three or four persons are daily carried off. The people attribute the disease to the sudden change in the weather.—*Englishman.*

Calcutta Races.—The second Calcutta Race Meeting will commence on Saturday next, and good sport may be anticipated. We are glad to hear that the prospects for next year are also encouraging, for, in addition to His Excellency the Viceroy's Cup, the Raja of Burdwan's, and others, which we hope may be given as usual, Mr. R. Solano has given a magnificent silver vase, which was valued by the late firm of Charles Nephew & Co. at Rs. 2,000, in addition to R 800, to be given to the second and third horses. J.C. Lyell has also presented the handsome cup which was to have been run for at the last meeting, valued at Rs. 1,600, for next year's races. It is also reported, and we hope with truth, that the Viceroy will have a few horses in training for next season.—*Ibid.*

A GOOD STORY.

Before I have done with His Siamese Majesty, I ought to tell you a rather good story connected with him, which is going about Calcutta, and for the truth of which, having got it on good authority, I think I may vouch. A master attached to one of the local schools took it into his head to educate the youth of Siam, and offered his services to the King. Not receiving any reply to his letter for some days, he was foolish enough to talk about the matter to some of his friends, through whom it reached the ears of a heartless practical joker. A few days after the school-master received a letter bearing Major Sladen's signature, and informing him that His Majesty had been pleased to appoint him Chancellor of Education in Siam, but adding that before he could appear before His Majesty he should procure a court-dress of a particular fashion, and appear in it before the Lieutenant-Governor, whose sanction he should secure to his appointment. The letter contained full instructions regarding the style of the court-dress. It was to be a full-dress suit of the most expensive light-blue broad-cloth, lined all round the edges of the coat and down the sides of the trousers with a band of gold lace two inches in width. Bursting with delight, the school-master called on Messrs. Ranken and Co., military tailors, and astounded them with an order for the official costume. In vain the tailors protested that in all their varied experience they had never come across a costume like this one; their assurances were met with the counter-assurance that the uniform was that of a foreign court, and that the school-master's instructions had been received direct from the Private Secretary of a King. Jealous of his grand secret, the school-master mentioned no particular court and named no particular King, so that the experience of the tailors was at fault. However, they acted up to the instructions which they received, and before long the blaze of bright blue and gold, which could not have cost less than about Rs. 300, was ready. The next thing to be done was to get the sanction of the Lieutenant-Governor. What better opportunity for doing so than that offered by the Thursday morning public breakfast? To the breakfast accordingly the school-master went, in all the blaze of light blue and gold. He seems to have been rather summarily dealt with by the Aide-de-Camp in waiting, for he returned home wondering at the brusqueness of that gentleman, and also wondering why Major Sladen had not informed Mr. Campbell of his elevation to the office of Chancellor of Education in Siam. The truth, when it at last burst upon the unhappy wretch—and it took a long time in doing that—made a swift atonement for its first delay. What made the mortification cruelly stinging was the fact that, while the magnificent court-dress was being manufactured, the delighted school-master had been making liberal promises to his friends, whom he intended to remember while reigning over the Educational Department in Siam. I cannot vouch for the literal accuracy of the details of my story, but I can say that it is substantially correct. *Pioneer's Correspondent.*

VICEREGAL LEGISLATIVE COUNCIL.

The following is the list of business which was to be brought forward at the meeting of the Council of the Governor-General of India for the purpose of making laws and regulations, to be held on Tuesday last:—

1. The Hon. Mr. Stephen, on the resumption of the debate on the Bill to amend Act No. V. of 1840 (concerning the Oaths and Declarations of Hindoos and Mahomedans), to move that the Bill be recommitted.
2. Also to present the preliminary report of the Select Committee on the Bill for regulating the Procedure of the Courts of Criminal Judicature not established by Royal Charter.
3. Also to present the second report of the Select Committee on the Bill to define and amend the Law of Evidence.

The following preliminary report will be presented this morning in the Legislative Council by the Hon. Mr. Stephen:—

We, the undersigned, the Members of the Select Committee of the Council of the Governor-General of India for the purpose of making laws and regulations, to which the Bill for regulating the Procedure of the Courts of Criminal Judicature not established by Royal Charter was referred, have the honour to report that we have considered the Bill and the papers noted in the Appendix, and have come to the following resolutions, which we now submit in the form of a preliminary report.

Resolution 1.—We are of opinion that the jurisdiction of Magistrates who are Justices of the Peace might with advantage be extended in the case of European British subjects.

We recommend—

(1) That a full-power Magistrate, being a Justice of the Peace, and being, in the case of Mofussil Magistrates, a European British subject, should be empowered to try European British subjects for such offences as would be adequately punished by three months' imprisonment and a fine of Rs. 1,000.

(2) That a Sessions Judge, being a European British subject, should be empowered to pass a sentence on European British subjects of one year or fine; and that, if the European British subject pleads guilty or accepts the Sessions Judge's jurisdiction, the Court may pass any sentence which is provided by law for the offence in question.

(3) That a European British subject, convicted by a Justice of the Peace or Magistrate, should have a right of appeal, either to the Court of Session, or High Court, at his option.

(4) That in every case in which a European is in custody, he may apply to a High Court for a writ of habeas corpus, and the High Court shall thereupon examine the legality of his confinement, and pass such order as it thinks fit.

Resolution 2.—We think that the provisions of the Code ought to be extended to proceedings in the Presidency towns, but not so as to vary the procedure now in force in trials by jury in the Presidency towns. We are not, however, as yet in a position to say whether this can be more conveniently done in the present Bill or in a separate measure.

Resolution 3.—We think that, if the jury system in the Mofussil is to be maintained, the Judge should, in cases in which he differs from the jury, have power to refer the case to the High Court, and that the High Court should be empowered to pass final order in the case.

J. F. Stephen, G. Campbell, J. Strachey, J. F. D. Inglis, W. Robinson, F. S. Chapman, R. Stewart, J. R. Bullen-Smith, and F. R. Cockerell.

The 30th January 1872.

HEADS OF INTELLIGENCE.

(*Home News*, Jan. 12.)

Count Arnim, the German Ambassador to France, has paid a visit to the Duc d'Aumale, and the latter personage has also had a long interview with M. Thiers.

It is reported as likely in France that the British Government will propose a suspension of the present negotiations on the subject of the Treaty of Commerce between England and France.

The Duc d'Aumale and the Prince de Joinville have both been present at the sittings of the National Assembly during the past week.

Some sensation has been created in France by the issue of a pamphlet by a military officer, entitled "The Battle of Berlin," in which the defeat of the Germans and the recovery of the lost Rhine provinces to France is detailed, with terrible reverses to England.

Lieut.-General Von Rosch, the German Minister of Marine, has been created Chief of the Admiralty.

The naval demonstrations by Germany against Brazil have been countermanded. Amicable negotiations are considered probable.

The King of Spain has presided at a funeral service in Madrid in honour of Marshal Prim. The principal members of the Cabinet were present.

The Portuguese Chambers have been opened by the King in person, with a speech from the Throne.

Sir Andrew Buchanan, the new English Ambassador to Vienna, has been graciously received by the Emperor.

The Indian mail passed through the Mont Cenis Tunnel for the first time on January 8, saving twenty-four hours by the new route.

The new Greek Cabinet has been constituted as follows:—M. Bulgaris, President of the Ministry and Minister of Foreign Affairs; M. Nicolopulos, Minister of the Interior; M. Draco, Minister of War; M. Papomichalopulo, Minister of Finance; M. Notara. Minister of Public Worship; M. Metara, Minister of Justice; M. Bubuli, Minister of Marine.

Mr. James Fisk, Jun., whose connection with the Erie Railway Ring in New York had become notorious, was assassinated on January 7.

The Cape diamond-fields have been annexed in the name of Queen Victoria of England.

The King of Italy has conferred upon Sir Daniel Adolphus Lange, F.R.G.S. and F.S.A., the Order of Knight of the Crown of Italy.

There is some talk of Mr. Bouverie being put up in opposition to Mr. Brand for the office of Speaker to the House of Commons.

The appointment of Mr. W. H. Gregory to the governorship of Ceylon has been gazetted.

The Earl of Carnarvon has been seriously ill, but is now said to be recovering.

The Queen has conferred a baronetcy upon the Right Hon. A. McDonnell, of Murtough, Antrim.

Mr. Laing and Mr. Pender are canvassing the electors for the Wick Burghs; Mr. W. F. Tollemache has been invited to come forward in the Conservative interest for West Cheshire.

Sir H. Edwards, Bart., is spoken of as likely to become the Conservative candidate for the West Riding of Yorkshire, vacated by the death of Sir F. Crossley, Bart.; and Mr. I. Holden, late M.P. for Knaresborough, is reported as the Liberal candidate.

Captain W. L. Poer Trench has issued his address to the electors of Galway. The Hon. G. C. Milnes Monckton has been chosen as the Conservative candidate for North Notts.

The health of His Royal Highness the Prince of Wales has so much improved, that only weekly bulletins are now issued. His Royal Highness is now able to leave his room for a short time each day.

The Queen and the Royal Family have returned to Osborne. Her Majesty is in improved health.

Her Royal Highness the Princess Louis of Hesse and her children have left England for Germany.

His Royal Highness Prince Arthur has gone to Berlin on a visit to the Crown Princess of Germany. During his stay he will be invested with the Order of the Black Eagle.

A Russian imperial courier has arrived at Sandringham with presents to the Prince of Wales from the Emperor of Russia.

Signor Mario is reported as about to be married to Lady Geraldine H. A. Somerset, sister of the Duke of Beaufort.

Sir Tatton Sykes, Bart., has met with an accident by being thrown from his horse.

Great storms of wind and rain have prevailed throughout the kingdom during the past week, causing much damage to shipping and public buildings.

Obituary of the Week.—Sir A. Dixie; General Halleck, U.S. Army; J. A. C. Boswell, Esq., Mad. C. S.; Lieut.-Col. A. Grant, Mad. Ret.; Lieut.-Col. W. F. Hay, Bo. Ret.; the Hon. A. G. Stuart; Capt. J. A. Boucaut, E.I.C.S.; Rear-Admiral C. C. Dent; Lieut.-Gen Sir E. Macarthur, K.C.B.; Sir F. Brady; Sir E. Gage, Bart.; Mr. Gillott; Mr. C. Tyrell, late M.P.; Sir F. Crossley, Bart.

THE ARMY.

(*London Gazette*, January 12.)

War Office, Pall-Mall, 12th January.

1st Dragoon Guards.—General Henry Aitchison Hankey, from Colonel of the 3rd Hussars, to be Colonel, vice General Sir James Jackson, G.C.B., deceased. Dated 1st January, 1872.

3rd Hussars.—General Sir George Henry Lockwood, K.C.B., from Colonel of the 12th Lancers, to be Colonel, vice General Henry Aitchison Hankey, removed to the 1st Dragoon Guards. Dated 1st January, 1872.

5th Lancers.—Major-General Henry Darby Griffith, C.B., to be Colonel, vice Lieutenant-General Edward Pole, removed to the 12th Lancers. Dated 1st January, 1872.

12th Lancers.—Lieutenant-General Edward Pole, from Colonel of the 5th Lancers, to be Colonel, vice General Sir George Henry Lockwood, K. C. B., removed to the 3rd Hussars. Dated 1st January, 1872.

9th Foot.—Major-General Henry Bates to be Colonel, vice General Sir James Archibald Hope, G.C.B., deceased. Dated 31st December, 1871.

92nd Foot.—Major-General George Staunton to be Colonel, vice Lieutenant-General John Campbell, deceased. Dated 29th December, 1871.

100th Foot.—Major-General Charles Rochfort Scott to be Colonel, vice Lieutenant-General Sir Edward Macarthur, K.C.B., deceased. Dated 5th January, 1872.

THE NAVY.

(*London Gazette*, Feb. 12.)

Admiralty, 9th January.

William Frederick Rowe, Esq., has this day been promoted to the rank of Staff Commander in Her Majesty's Fleet.

THE LATE ROYAL WARRANT.

(*Times*, Jan. 8.)

Mr. Cardwell's judicious reticence at Oxford has increased the natural impatience of the Army and the country to know what secrets of re-organization lie hidden in the councils of the War Ministry; nor does the late Warrant on the pay of officers serve much to enlighten its readers. Yet a careful perusal of it is not without use beyond that of learning exactly what the pay of officers is to be, for certain principles seem to underlie its provisions. At first sight it seems wonderful that young men can be found sufficiently clever and well-instructed to pass competitive examinations in order to obtain such scanty payment. We find that a lieutenant of Infantry, above three and up to ten years' service, receives about 118*l.* per annum; of Cavalry, 164*l.*; of Artillery, 124*l.*; of Horse Artillery, 179*l.*; of Engineers the same as the Artillery, for their extra pay at home is swallowed up in paying for certain necessaries supplied gratuitously to other branches of the service. The Engineers have, however, distinct advantages when abroad. The rates of pay are exactly the same as have been given up to this time, the changes introduced by the new Warrant having only fixed the periods at which increased pay begins in each service, instead of leaving those periods to the chances of promotion. No one can deny that the income of officers, irrespective of private resources, is as low as it could possibly be fixed with any pretension to justice, especially when it is remembered that the country will have its officers keep up the appearance of gentlemen, and that they could not resign their uniforms, messes, and readiness for good society without lowering seriously the tone of the service and the popularity of the Army. For many years the pay of officers has remained the same, while the incomes made in the professions or by trade have increased enormously, so that, as far as money is concerned, the position of officers has been proportionately lowered. How comes it, then, that the market price has not risen, and that never was there a time when young men came forward in greater numbers, or submitted to severer tests to obtain commissions?

The reason seems to be that men do not enter the Army to make money. They are attracted by the honourable position taken at once on their entrance, by the certainty of good fellowship, and, in the best cases, by the prospect of an adventurous life with great possibilities in the future. Nor does the pay represent more than a part of the actual and present advantages offered to the youth who enters the Army. He has good quarters and coals supplied him free of charge and a soldier-servant. In his mess room he has the use of plate accumulated by his predecessors; he can offer to any friend, at a trifling cost, agreeable entertainment, devised and perfected by others, older and more experienced in society than himself, and he is brought into more or less familiar association with men whose names are or will be in everybody's mouth. Compared with the lot of a briefless barrister (and all barristers are briefless for some time), a doctor without patients, or a curate without present hope of a living, the condition of a young officer is almost brilliant. Indeed, the danger has always been lest he should rest so long contented with the pleasant places in which his lines have fallen as to lose all zest for healthy competition and aim at nothing higher than regimental prospects and a regimental career. The country has no wish to tempt men to enter the commissioned ranks for purposes of gain. If it came to that, they might begin to speculate as to the wisdom of risking their lives in war. It is not the immediate but the ultimate prospects of officers which need improvement if it is desired to attract men of talent into the Army. The service, even in time of peace, must become the gate to honours and emoluments not inevitably open to all, but only to those who strive hard and knock with persistence. There will always be plenty of good regimental officers ready to do their duty conscientiously and even to prepare themselves for any required tests of efficiency. But more than this is requisite. There must be, besides, men of superior intellect who are attracted into the service and persuaded to remain in it by the display of a sufficient number of prizes—open to talent and labour. This is the difficulty in a Constitutional country, and it is connected with another—that of providing a sufficient flow of promotion to prevent anything like a feeling of stagnation and despair.

There are indications that the Minister of War is fairly grappling with these difficulties. One such indication is to be found in the new Warrant. It is well known that the Artillery and Engineers have lately been suffering from stagnation in promotion of all the lower ranks from the first captains downwards. The junior officers of each rank are several years behind officers of the same length of service in the Line, and still further behind the Cavalry. Every year on the present system adds to the stagnation and increases the feeling of despair. There are rumours that effectual means are about to be taken to overcome this stagnation, but it will be long before the officers who have lately joined will benefit by any impetus given; such, for instance, as giving majorities to the first captains. At present there are lieutenants in the Artillery still on the lowest scale of pay (in an equivalent position to that of ensigns—now sub-lieutenants—in the Line) who have been commissioned no less than five years. The effect of the new Warrant will be to give increased pay to all lieutenants worthy of it as soon as they have been three years in the service, exactly the same privilege will be extended to young officers in the Line and Cavalry, but, as their promotion has hitherto been rather faster than this on an average, the cases in which they will gain by the new regulations are comparatively few. The principle which seems to govern the Warrant is equalization of promotion throughout the Army. Hitherto, the nominally better pay of the scientific corps has been far more than neutralized by the superior rapidity of promotion in the other branches, so that an officer of 25 years' service in the Line has received several hundred pounds more pay than an Artillery officer, or than an Engineer, if the special extra pay of the latter corps be omitted from calculation. By the new Warrant, the increase of a shilling a day formerly given to full lieutenants after seven years' service in their rank will be paid after ten years' service from the first commission, provided all examinations have been passed and the conduct of the officer has been satisfactory. Thus, though there is no alteration whatever in the scale of pay, bad luck in promotion will not prevent the receipt of increased pay after a fair average period. We may smile at an increase from 5s. 7d. a day to 6s. 10d. or from 5s. 3d. to 6s. 6d., followed by another shilling a day after ten years have been passed in the Army, but, when expenses are almost always greater than pay, every advance, no matter how small, brings with it some relief from pressure.

Sub-lieutenants of Cavalry are to be provided with horses and horse appointments at the public expense, but it does not appear whether they are to retain them after promotion to lieutenant. Sub-lieutenants are liable to removal if they fail to pass their examinations. It is only fair, therefore, that they should be relieved of all unnecessary expenses in the meantime. But Mr Cardwell will find it beyond his power to make service in the Cavalry possible for poor men, not from the necessity of the case, but because there has grown up, or rather come down to the present generation, a scale of living in Cavalry regiments quite impossible to all who are not well provided with money. No one need object to this so long as the money does not buy promotion with its inevitable accompaniment—appointment to commands over the heads of officers in other corps with shorter purses.

As we read the Warrant, it points to an equalization of promotion among regimental officers and some relief to the mountain of junior officers in the scientific corps. If, as rumoured, it is to be followed by the increase of a battalion to the Royal Engineers, the raising of first captains of Artillery to the rank of regimental major, and additional prizes held out to the Army for competition, together with the temporary removal from regiments of all officers holding appointments on the Staff or special appointments, we shall have no reason to complain that Mr. Cardwell has not redeemed his promise, so far as is necessary, for the present. It will not be long before the lessening number of officers who retire by the sale of Commissions will bring the whole Army to a condition requiring a complete scheme of promotion throughout the service.

Holloway's Pills.—The Great Need.—The blood is the life, and on its purity our health as well as our existence depends. These Pills thoroughly cleanse the vital fluid from all contaminations, and by that means strengthen and invigorate the whole system, healthily stimulate sluggish organs, repress over-excited action, and establish order of circulation and secretion throughout every part of the body. The balsamic nature of Holloway's Pills exercises marvellous power in giving tone to debilitated and nervous constitutions. These pills dislodge all obstructions, both in the bowels and elsewhere, and are, on that account, much sought after for promoting regularity of action in young females and delicate persons who are naturally weak, or have from some cause become so.

ASSASSINATION OF Mr. JAMES FISK.

On Saturday, January 6, in New York, James Fisk, of Erie fame, was assassinated in the corridor of the Grand Central Hotel. Edward Stokes, who opposed Fisk in the Mansfield case, and superseded him in that lady's affections, fired three pistol shots at Fisk, one of which inflicted a mortal wound in the abdomen. Fisk died next day, retaining consciousness to the last. Stokes has been arrested. The events leading to the assassination of Mr. J. Fisk, as gleaned from the American papers, appear to have been as follows:—

The assassination is to be traced first of all to his guilty passion for an artful and unscrupulous woman; but there is little doubt that this passion might have been indulged in with safety had not its history been mixed up in a very curious way with the intrigues which have for several years robbed the owners of the Erie Railway of their property. Three years ago, Mr. James Fisk, jun., who was then in the midst of his first struggle with the representatives of the English owners of the Erie Railway, fell in love with Josephine Mansfield, a woman of extraordinary personal beauty, destitute of education and accomplishments, a married woman, who had separated herself from her husband, who had resumed her maiden name, and who regarded the world as an oyster which her wits should open. Fisk, although a married man, fell madly in love with this woman. She accepted his addresses and placed herself under his protection. He procured for her a handsome mansion in Twenty-Fourth Street, near the Grand Opera House, which he had recently purchased, and not far from the general offices of the railway company. Having installed her therein, he confided to her all the secrets of the numerous intrigues in which he was engaged, took to her house his fellow-members of the Ring, entertained them there with sumptuous banquets, and discussed with them in the presence of the fair Josephine Mansfield the various schemes then on foot for the completion of the plan concocted by the Ring in regard to the railway. Not satisfied with the favours then bestowed upon the woman Mansfield, Fisk took a small sum of money she had in her possession, and speculated with it in Wall Street with such success that in a few weeks he returned it to her in the shape of 50,000 dols. (10,000*l.*). About this time occurred the famous flight of Fisk to the State of New Jersey in order to escape from certain legal processes then issued against him on behalf of the owners of the Erie Railway, and the companion of his flight was his *chere amie*, who remained with him at an hotel in Jersey city, assisted him by her shrewd counsels in the prosecution of the defence which he undertook, became in this way perfectly conversant with many of the secret ramifications of the Ring, and finally returned with him in triumph to New York.

The *liaison* continued without interruption till a few months ago, when Mansfield, wearied of the endearments of her lavish lover, or perhaps shrewdly suspecting that his downfall was not far distant, took occasion to pick a quarrel with him, and to order him from the house in which he had installed her; forbidding him again to cross her threshold, or to leave his gun-shoes (goloshes) in her hall. The lady then supplied the place Fisk had occupied in her affections by a Mr. Edward S Stokes, a Wall-street broker, and a quondam friend and confidant of Fisk's. The tender heart of the Erie potentate, deeply wounded by this ingratitude and treachery, found relief in a number of querulous and quaint epistles, addressed to the faithless Josephine, which, however, received no reply until a few weeks ago, when Mr. Fisk received a missive informing him that not only these, but all the other letters written by him to Josephine, would be returned to him, upon the payment of 25,000 dollars, but that if this sum were not immediately forthcoming the letters in question would be published, accompanied by a full and authentic exposition of the whole of the information concerning the Erie Railway Company and the Erie Ring, which Josephine had acquired during her intimacy with its Head Centre. Mr. Fisk indignantly refused to comply with this demand for black-mail, and immediately afterwards was summoned to answer a complaint instituted by Mansfield and Stokes, alleging that he had publicly accused them of a conspiracy to extort money. This case came on for trial at New York. Mansfield and Stokes both appeared; some preliminary evidence was taken, but an adjournment was suddenly effected, and it was presently announced that the case had been abandoned in consideration of Mrs. Mansfield receiving 25,000 dols. Immediately afterwards, however, it was stated that this money was paid not by Fisk, whose blood was up, and who disdained compromises with his faithless foes, but by certain Boston bankers of high standing, who themselves had been parties to some of the more disreputable intrigues of Fisk, and who feared the disclosures which it was in the power of Mansfield and Stokes to make. The truce thus patched up was of brief duration, for a fortnight afterwards the libel suit was revived, and Stokes appearing upon the witness stand, stated that although the originals of the criminatory letters had been delivered up to the Boston bankers on payment of the 25,000 dols., certified copies of them had been retained, which he then proposed to produce. Mr. Fisk, as is well known, had among his retainers a certain judge of New York whose authority was superior to that of the court in which these proceedings had been instituted; and he now produced an injunction from this judge forbidding the production of the certified copies. Meanwhile, Fisk had gone before the grand jury and obtained an indictment against Stokes for conspiracy to extort money.

Things were in this position when the rivals, Fisk and Stokes, met on Saturday evening last in the corridor of the Grand Central Hotel in New York, and the tragical result announced above took place. Fisk was shot in the abdomen and expired on Sunday morning. He was attended on his death-bed by Jay Gould and Tweed, the other members of the Erie Railway Ring. It would thus appear that the reported flight of Tweed from New York is wholly erroneous.

It is a mistake to suppose that the death of Mr. Fisk will lead to the abandonment by the Ring of the grip they have on the railway company, as, after all, he was but the showman of the concern, the brains being really carried by Tweed and Gould.—*Overland Mail.*

THE POLICY OF RUSSIA.

(From the "Times'" Prussian Correspondent.)

Berlin, 6th January.

The St. Petersburg *Official Gazette*, reverting to the subject of international relations, inserts another remarkable article. After blaming Austria for deserting the Russian Government in the Turkish wars of 1828 and 1854, the paper reprimands Napoleon III. for forming the coalition which brought on the Crimean campaign and ushered in "the adventurous policy" which his countrymen so much admired. Prussia, on the other hand, comes in for a bit of praise, because of the neutral position she adopted on both these occasions. The rest of the article deserves more copious extracts:—

"There is no denying that the general situation of Europe is not without the elements of promise. The capricious policy of France has died a natural death. Too reckless for permanence, it was not long before it was put d wn. France herself cannot but acknowledge that a change had become desirable. If she will only give up the unprofitable idea of revenge, she has now an opportunity afforded her of trying her hand at domestic reform, and of becoming once more an important member in the family of States. She has a well-defined place in Europe, and will, we hope, fill it henceforth with greater benefit to herself than has of late been the case. The French as well as all European Governments must be convinced by this time that power can be alone developed in a state of peace and progress. There is in consequence no fear that the artificial and sentimental tendencies cropping up to 1815 will ever prevail again. The Holy Alliance, being opposed to Liberalism, was eventually dissolved, and the administrative power in the various States is now-a-days more effectually supported by the legitimate conservatism of thinking people, who have no wish to encourage that anarchy of which they have seen but too much of late.

"Thus the relations between the various Governments as well as those between Governments and subjects are placed upon a natural and healthy basis, conducive to the welfare of all alike. There are certainly some questions which may lead to complications; but, as there is no reason why compromises should not be concluded, the political system is as perfect as can be expected of any human arrangement. The good understanding prevailing between Russia and Germany will effectually contribute to this end. By their strength and geographical situation these two Powers are particularly fitted to maintain a temperate and conservative policy in Europe. Their interests are too much bound up together to render mutual antagonism probable; yet they are not so identical as to menace Europe with a dangerous alliance. Moreover, each is too strong not to command the respect of the other; while neither can boast a superiority which might imperil the safety of its friend. To these cogent reasons for friendship must be added the ancient connexion between the two dynasties and the remembrance of good offices mutually rendered each other in the past.

"The world has realized at last that if the Emperor Nicholas made Russia great and powerful he had no wish thereby to threaten others; and that the Emperor Alexander II, faithfully adhering to the pacific programme of his deceased father, devotes himself to domestic reform, not to ambitious schemes. Even the Austro-Hungarian papers—and among them those least friendly to this Government—have gradually ceased to represent Russia as fomenting malicious intrigues. Compelled to acknowledge the forbearing spirit of our national politics they have rightly interpreted the toast of the Emperor Alexander at the late festival of St. George, and regard the words of His Imperial Majesty as another pledge of the preservation of that peace so indispensable to all Europe. Under these circumstances, it was natural for Count Andrassy to inaugurate his accession to the Austrian Foreign Office by the announcement of a temperate programme, and disappoint those of his political friends who expected him to strike up in a very different key. It is gratifying to see that, notwithstanding this signal disappointment, the Hungarian party which supported the Count before his avowal of pacific sentiments have continued to do so even after his candid confession; and that the criticisms of his predecessor, Count Beust, are getting more and more frequent in the Austrian Press."

As will be remembered, the publication of this article was preceded by another in the same official organ, calling the Slavonian subjects of Austria and Turkey the natural allies of the Czar, and encouraging them to strive for that autonomy which their own Sovereigns unfortunately believe would render them virtually independent. The indiscretion of this journalistic manifesto naturally aroused the anger of the Austrian Press and elicited from them equally strong replies. Nor did the gentler language held in the above article calm down the acrimony which had been awakened; so that when the Vienna papers would not cease inveighing against the affront offered, the St. Petersburg Government ultimately determined to publish a third effusion on the same fertile theme, which, perhaps, is the most interesting of the three. This time the semi-official *Journal de St. Petersbourg* was commissioned to lecture the recusant foreigners who have Slavonians under their sway, and this is the style in which it has been done:—

"If Russia really nourished the ambitious designs attributed to her, she would not have missed so many favourable opportunities of realizing them. She would have availed herself of the openings she had in 1829, 1837, 1849, and 1848. The latter date especially should be well remembered by the Vienna journalists. In recognizing the expediency of preserving Austria and Turkey, the Cabinet of His Majesty the Emperor of Russia is not moved by political sentimentality, but by a clear appreciation of those interests of order and quiet which Russia has in common with the rest of the European States. We do not deny that subsequent events may prove our political calculus to have been inaccurate. However that may be, it will be acknowledged that our policy has been unselfish and altogether at variance with the egotistic designs imputed to us. For the present we beg to observe that though in the Crimean War the attitude of Austria was very different from what we expected, though the behaviour of successive Austrian Ministries fell far short of our wishes, and though the hostility of the Austrian Press has ever remained undiminished—in spite of all this we have never attempted to aggravate the condition of the neighbouring Empire, or to profit by the consequences of its mistaken policy.

"As regards the Slavonic question, Russia never concealed her sympathies with those of her co-nationalists living in diverse European countries. These national sympathies are too natural and too legitimate to be misinterpreted by any Government. Russia has never factiously stirred up the Slavonians—a course which would have been as much against her own interests as theirs, but she wishes the Slavonians to acquire what in nations is called political spirit and in individuals sagacity and conduct. Such a development of the Slavonians will, moreover, be the best safeguard for Austria in the crisis through which she is passing. Nor need the Vienna papers be disquieted by what they call the candour of our official *Gazette*. Russia has the good fortune to possess a Government firmly rooted in the affections of the people and capable of shaping its policy in accordance with the dictates of reason, and a discreet appreciation of circumstances. Russia need not resort to temporary expedients, nor appeal to the passions. She has not a single interest which is not just and honourable and may not be openly avowed."

This will probably close one of the most notable controversies which at a time of peace have been ever carried on between the official and semi-official organs of what are euphemistically styled friendly Governments. I leave you to imagine with what intense delight the Russian utterances have been reprinted by the Slavonian papers of all dialects. Of course, they only look to the sympathies promised them and the autonomy demanded for them, and attach comparatively small importance to the compliments incidentally paid to Austria and Turkey as indispensable members of the European system. These Russian articles will be long remembered by Czechian, Slovenian, Slovackian, Servian, Croat, &c., journalists. It is probably not too much to say that were no further encouragement given to the Slaves, these inspiring communiques would keep their national movement alive for years to come, unless repressed by overpowering events. As an amusing comment upon the consistency of official statements, I may point to what is said on the demeanour of the Austrian Press towards Russia in the second and third articles. In the second article, where ill-feeling was to be allayed, the Austrian papers are praised for having been gradually converted to more equitable opinions about the intentions of their Eastern neighbours; the third article, written after the ungracious reception given to its predecessor, expressly calls the Austrian journalists inveterately hostile to Russia.

PROPOSED RAILWAY BETWEEN RUSSIA AND INDIA.

The *Exchange Gazette* of St. Petersburg, in an article proposing the establishment of railway communication between Russia and India, says that such a railway would be even more important from a political than from a commercial point of view, for it would compel England to be neutral in every case in which Russia would take part in a European conflict. England, the writer says, is seriously contemplating the establishment of railway communication with India through Turkey and Persia; but from the shores of the Volga, where the Russian railways at present terminate, the distance to India is much shorter than that from Constantinople. Even if Russia were thrown on her own resources to carry out such a work, she would be able to complete it, though in a longer time than if she were aided by foreign capital; besides which "it might happen that Russia would, by pushing forward through Samarcand, conquer Persia and Asiatic Turkey, in which case the English railway would fall into the power of Russia." England ought to perceive that the best guarantee for the consolidation of peaceful relations in Central Asia would be a friendly *rapprochement* of the English with the Russians in those regions." If, on the other hand, England should assume a hostile attitude, then the writer thinks that Russia has more reason than ever to bring herself in close communication with India by means of a railway. "The naval power of England will for some time make her impregnable at home and capable of inflicting great damage on any other naval State in the event of a conflict. England can only be attacked by land; and, so far as Russia is concerned, only in India. She is also vulnerable in Canada, and we see how she strives to be friendly with the United States, while she does all she can to injure Russia, knowing that the Russians are too far off to do her any immediate harm. Our surest way, therefore, of forcing England to adopt a different policy towards us is to come as near to India as the United States are to Canada. At present, when Germany, Austria, or Turkey wants to do anything against Russia, we may be sure that England is on their side. But if she knew that we could revenge ourselves, she would be reduced to utter harmlessness."—*Pall Mall Budget.*

THE MONT CENIS TUNNEL ROUTE.

(*Times*, Jan. 12)

The 5th of this month marked, as an Italian Correspondent points out this morning, the date of an important step in the progress of our communication with India. On that day the Overland Mail was, for the first time, made to travel by the route of the Mont Cenis and Brindisi. It left London in the evening of last Friday and arrived at Brindisi in the morning of the ensuing Monday, taking for the journey twenty-four hours less than by the Marseilles route. It is not unlikely that far greater advantages may be reaped from the opening of this new channel of commercial intercourse. But, in the meanwhile, we must congratulate ourselves on the final removal of the obstacles which so long stood in the way of this important achievement. It is not uninteresting to look back on the various stages by which modern ingenuity and enterprise have almost daily brought us nearer to our vast Asiatic possessions. An immense gain was made when, in exchange for the tedious navigation round the African Continent, a short cut was traced across the Desert from Alexandria to Suez. But from England to the Delta of the Nile there were several routes, and it was soon found that it was easy to avoid the circumnavigation of the Spanish Peninsula, and look for another short cut through France, by Calais, Paris, Lyons, and Marseilles. Independently of the shortness of the road, it became evident that a railway train was, in many respects, a more convenient as well as a more rapid means of locomotion than the best of steamers; and the maxim that "no one should go by sea where it was possible to travel by land" re-asserted all its popular authority. The maxim, however, admitted of a larger application, and, if it had been found inexpedient to sail to India round Africa and round Spain, there was also no reason why one should not strike at once across Italy, rather than make the tour of her western and southern coasts. From London to Alexandria the most direct line would pass through Calais and Paris to Macon, the Mont Cenis, Turin, Bologna, and Brindisi. The only obstacle lay in the chain of mountains constituting the barrier between France and Italy, but by the opening of the great Alpine tunnel of Mont Cenis that last hindrance was removed, and a railway train can now proceed, without interruption, from the old French port in the Channel all the way to the ancient Roman harbour on the extreme coast of the Adriatic.

It might seem idle to inquire why the Mont Cenis line, which was opened in September, is only now coming into operation. The Marseilles line, and the steamers connected with it, had for several years deserved well of this country. Nothing could exceed the speed and punctuality, the diligence and civility, which attended the service of our Overland Mail all along its progress through France. But the day was drawing near in which such profit as might accrue to her from this traffic had to be shared with Italy, and French self-interest naturally for some time rebelled against that law of progress which must always be a law of necessity. Even when she at last resigned herself to what could not be helped, France only half yielded, and with no very good grace. The Mail which left London on Friday evening had not its retinue of ordinary passengers. It was conveyed by special trains the whole of the way, and only the officer in charge, Captain O'Brien, and the Postmaster General of India travelled with it. This may be only a temporary arrangement, and matters may improve with the success of the first experiment. It is hardly to be supposed that any difficulty can arise in the establishment of such accommodation for passengers along the new route as is provided for the "limited" mails on the main lines to Scotland and Ireland. But till such reasonable anticipations are justified, travellers on their way to India, if pressed for time, will be compelled to follow the new route through Belgium and Germany rather than expose themselves to all the delays and vexations which are still to be met in the French Railways by the ordinary trains between Macon and Modane. Owing to the want of a good understanding between France and Italy on this subject, the direct postal communication between England and Italy via the Mont Cenis is now interrupted, and the mails must go over the Brenner, a longer and more expensive route, the rate of postage between the two countries having been raised in consequence, both on letters and also, and in considerably larger proportions, on parcels, books, and newspapers. A correspondent was the other day calling our attention to the absurdity that a newspaper sent from England to Florence or Rome cost three times as much as one forwarded across two oceans and a continent to Australia. So far as Italy is concerned, there seems every disposition to do away with such inconveniences. The Italian Government, having no other means of counteracting the ill-will and jealousy of France, are determined to put upon her all the pressure which can be exercised by the competition of the Brenner line with the Mont Cenis line. The Italian Postmaster-General, Cavaliere Barbavara, feels confident that, by a proper management of the Italian railway lines, and by intelligent agreement with those of Austria, Germany, and Belgium, he will be able to reduce the difference between the two lines to about six hours' time. The new railway and postal arrangements on all the Italian lines were expected to come into operation yesterday.

It is full time that both France and Italy should become aware that the tide of human progress waits for no men. While they are striving with one another for the privilege of conveying our mails across their territories to the coasts of the Mediterranean, enterprises of a far more gigantic character than even those of the Mont Cenis or the Isthmus of Suez threaten to open new outlets for human enterprise, far away from the shores of that island sea, all across the Asiatic Continent. Our own shortest Overland Route to India lies through Germany, Austria, and Turkey to the Bosphorus, and hence along the valley of the Euphrates to the Persian Gulf. But, even in that undertaking, it seems that we may expect to encounter the competition of Russia, who, from the shores of the Volga, where her railways have now their termini, is said to be contemplating a prolongation of those lines all the way to India, achieving across Asia a work analogous to that accomplished by America throughout all her continent by the Pacific Railway. There is, however, nothing in the prospect of these world wide schemes, whether they come soon or late to maturity, which need put the nations bordering on the Mediterranean out of conceit with the signal advantages attached to their position on that sea, which has now again become what it was in ancient times—the great centre of the world. Unless the nations of the South of Europe, and especially the French and Italians, from want either of courage, or of industry, or of money, fail to give to the intercourse through the Isthmus of Suez the full development of which it is capable, a very substantial part of the Eastern trade must necessarily go through their hands. The *Perseveranza* of Milan, while descanting on the importance which the improvement of all the means of communication is sure to give to the port of Brindisi, considers that that port will at the utmost only monopolize the traffic which may conveniently be forwarded by railway trains—the mails and passengers and the lighter merchandise. For goods of larger bulk or weight water conveyance will always offer the advantages of greater economy, and the largest vessels coming up to the Adriatic or the Mediterranean will always find it convenient to push on to the inner harbours of Venice and Trieste, of Genoa and Marseilles. Not improbably, however, there will be enough to do for all those ports. It is wonderful to think how the natural advancement of the human race has been, is, and will be, almost unconsciously bringing back the ancient traffic to those original channels which had run dry and been forsaken since ancient and mediæval times. Equally wonderful is it to see how harmoniously political events shape and fit themselves to scientific achievements, so that the opening of those new channels of Eastern trade finds the countries most interested in its development in the position which best enables them to secure its advantages. Had Italy in 1870 been the mere geographical expression, the mere aggregate of enslaved and divided States, it was twenty years ago, one can scarcely conceive how even the opening of the Suez Canal and of the Mont Cenis Tunnel could have sensibly promoted her prosperity. Had the Pope and the Bourbon, and all the Powers of Misrule had their own way to the end, where there are now railways and harbours there would only be, as formerly, frontier barriers, Custom-houses, police-offices—all imaginable hindrances to material, mental, and moral movement. But, as it happened, political emancipation managed to keep pace with commercial advancement. Men and things went hand in hand. A providential combination of simultaneous causes led to unhoped-for, unlooked-for effects. Before that tide of fortune which, however tardy, has surely borne Italy forward, can there be a doubt that individual interests, petty local jealousies, and selfish national aspirations must needs give way? It seems hardly credible that it should be France which stands in other people's light. It is unworthy of her, while allowing a free passage to the Overland Mail, to hamper the service with restrictions which, to a great extent, limit its usefulness and tend to frustrate its object.

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